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Directory of the Grain Trade

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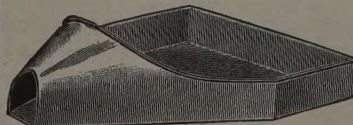
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GRAIN
DAVENPORT ELEVATOR CO.
Davenport Iowa

Stockbridge Elevator Co.

BUYERS OF Salvage Grains
Submit Samples and Quote Prices

JACKSON MICHIGAN

UNITED GRAIN CO.

Mill Oats Chicken Wheat Screenings
DULUTH, MINN.

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Commission and Brokerage

Thoroughly equipped to handle your shipments.
Careful personal attention given each car.

BELT ELEVATOR & FEED CO.

Fred Vawter Lew Hill
INDIANAPOLIS, IND.

Commission—GRAIN—Brokerage

When we get your trade we will be just as anxious to hold it as we are now solicitous about having you send a trial car.

Randall, Gee & Mitchell Co.

SHIPPERS

Oats, Mill Oats, Screenings, Barley
and Feed Wheat

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If Your Business

isn't worth advertising
advertise it for sale.

CEDAR RAPIDS GRAIN CO.

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CLARK'S Car Load Grain Tables

Seventh Edition Revised and Enlarged

WITH these tables you can quickly check up all reductions and detect and prevent errors, which in the car lot business are liable to run into the hundreds of bushels. Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. **RANGE**—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables, from 20,000 to 75,000 lbs. Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black. **PAPER**—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index. Price, delivered, \$2.50.

GRAIN DEALERS JOURNAL 315 So. La Salle St., CHICAGO ILLINOIS

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regular country shippers
to become familiar with
your firm name, place
your "ad" here :: ::

RECEIVERS, SHIPPERS AND BROKERS**Offer Us**

CORN, OATS
MILLFEED
SCREENINGS
FLOUR
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ASK FOR PRICES ON
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ALF-MOL-GRAIN
FEEDS
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MARSHALL HALL GRAIN CO.

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Call us for highest TRACK BIDS
ALL MARKETS

W. G. CASE, Local Manager

E. A. GRUBBS GRAIN CO.

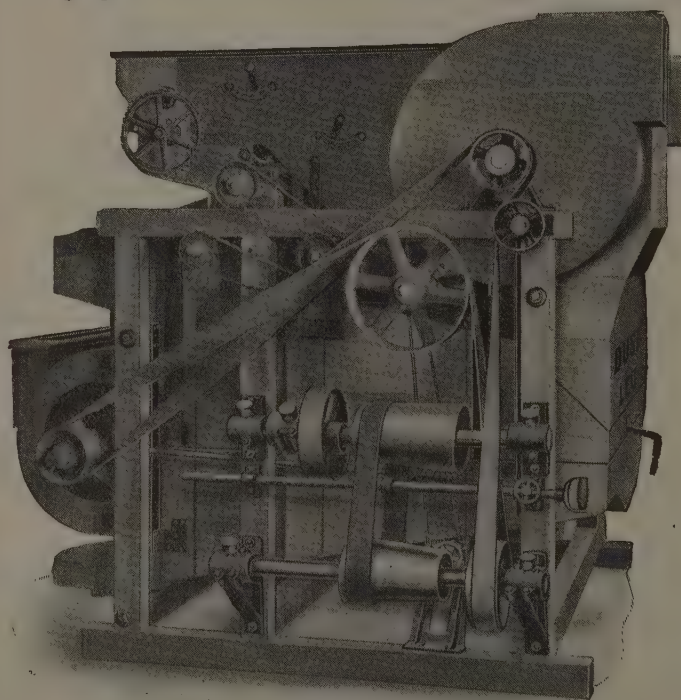
Greenville, Ohio

Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and re-cleaned white oats.



Want a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal

WHY Did This Cleaner Attract The Lion's Share of the Crowd



at the Conventions where it
was shown?

And why have so many
other makes been supplanted
by

THE SIMPLEX?

The reason for the popularity and
heavy sales is

Because It Is Right

No matter what cleaner you have—
Stop Right Now, long enough to write
for our illustrated circular.

Write Now—Today!

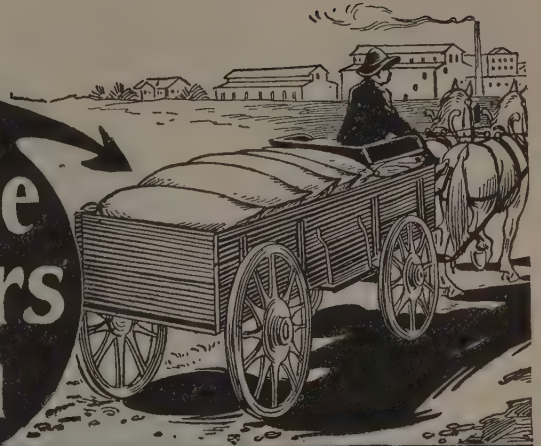
Richardson Grain Separator Co.

15th Ave. S. E. & N. P. Tracks
MINNEAPOLIS, MINN.

THEO. KIPP CO., Ltd., Winnipeg, Canadian Agents

**Make a
Profit
Both
Ways**

**Buy The
Farmers
Grain**



Sell Him Schumacher Feed

Feed Dealers and Elevator Men who have followed our advice on this matter have made good profits. You should not be content simply to buy the farmer's surplus grain stocks. Why not show your customers where they will be money ahead by selling their whole grains to you at market prices and buying from you instead

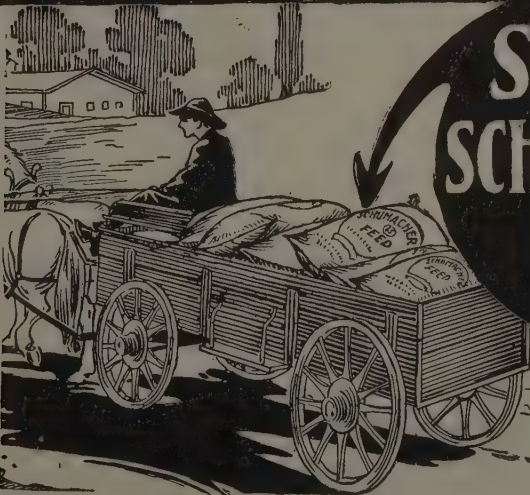
Schumacher Feed

and our various other feeds for Horses, Hogs, Dairy Cattle and Poultry. Explain to your customers how the whole grain contains a large percent of moisture for which they are paid when they sell—while SCHUMACHER FEED is kiln-dried—practically free from moisture when they buy. Also call their attention to the indigestibility of whole grain, the waste and bother of mixing ground grains as compared with SCHUMACHER FEED, which is high in digestibility—uniformly mixed and the most appetizing, scientific blend of wheat, corn, oats and barley by-products.

A little salesmanship on your part will persuade your farmer customers to *sell you more* whole grain and *buy more* SCHUMACHER FEED. You will profit both ways. Start now.

Buy the Farmer's Grains

(56)



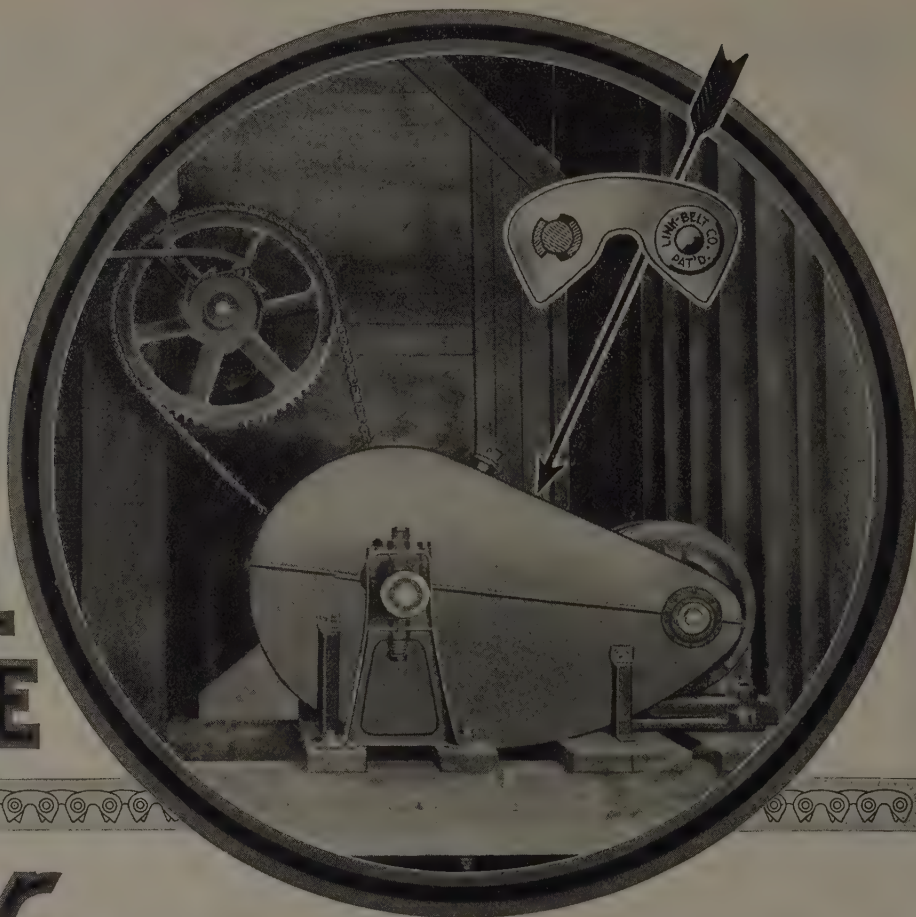
**Sell Him
SCHUMACHER
FEED**

Our mammoth advertising campaign consisting of pages and double pages in all the leading farm and dairy papers is creating a tremendous demand for SCHUMACHER FEED. Now is the time to start if you want to get the benefit of this extra profit. Write today—simply say "I am interested. Send me your proposition for Feed Dealers and Elevator Men."

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Address: CHICAGO, U. S. A.

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for GRAIN ELEVATORS

LINK-BELT SILENT CHAIN DRIVES are best for grain elevator power transmissions because they are 98.2% efficient, positive, can operate on short centers, are reliable in operation and are easy to care for. They maintain their non-slip characteristic independent of atmospheric conditions.

Consider how you can simplify the operation of your elevator by using silent chain.

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The difficulties of leather belt or rope drive are done away with. Instead, the transmissions operate smoothly, quietly and respond to every demand for power. There are no delays—no shut downs. Power transmission becomes the easiest work in the elevator. Think of the many advantages of a power transmission that is “Flexible as a Belt—Positive as a Gear—More Efficient than Either.”

Write for Data Book No. 125.

LINK-BELT SILENT CHAIN DRIVES



G-E Equipment in prominent Grain Elevators and Flour Mills increases output and reduces fire risk

Inevitably—you will electrify

SOONER OR LATER the advantages of G-E MOTOR DRIVE are going to become so apparent, that you will ask our Engineering Organization to study the conditions and requirements of your plant — just as the owners of the equipment here illustrated asked us to do.

For of course you want to know how you can cut the costs of production—how you can save on your POWER costs—how you can increase the QUALITY of your output, and how you can increase its QUANTITY.

In every field of activity where power is used, transmitted or generated, the trademark of G-E Initiative and Quality is found. In power stations of far-off mountains you will find G-E apparatus built to meet the special need. You will find the "G-E" trade-mark on the electrical equipment of the Panama Canal and on the locomotives which tow the ships

through. The electrification of the railways which carry the commerce of the nation east and west across the Rockies is a tribute to G-E engineering skill. Manufacturing plants, large and small, in all sections of the country, enjoy marked advantages in production over their competitors because the General Electric Company has solved their power problems. All that has been learned in each individual field of electrical endeavor is transmitted through the great Research Laboratories of the company to its engineers in all departments, so that in the solving of your problems you may have the benefit of all the knowledge and experience that has gone before.

And because the General Electric Company possesses specific, definite knowledge of all the intricacies, puzzles and problems of industrial power, and applies to their solution the knowledge which no other organization can boast, G-E service is the greatest guarantee of results that you can possibly have. The organization and resources of the General Electric Company stand squarely behind every G-E MOTOR DRIVE to insure satisfactory operation.

G-E Motor Drive

GENERAL ELECTRIC COMPANY

General Office, Schenectady N.Y.



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Flexible Loading Spouts

Round and Square Head. All Diameters and Lengths Carried in Stock.



Everything for Elevators

In Our Omaha Stock

Complete Stocks

STEEL SPLIT PULLEYS, WOOD SPLIT PULLEYS, SHAFTING, BELTING, BEARINGS, PACKING OF ALL KINDS.

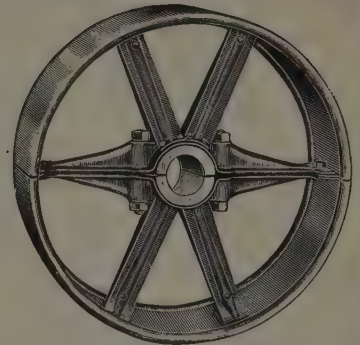


Large Assortment of

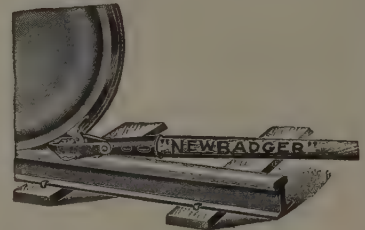
Standard Size Sprockets

All Sizes Sprocket Chain and Attachments

Send for Catalogue,

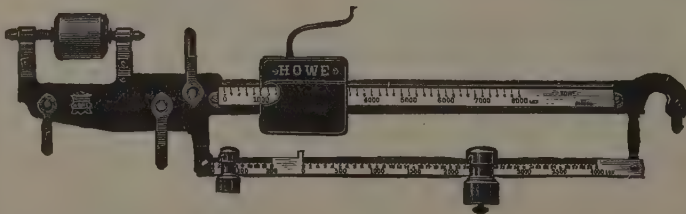


BADGER CAR MOVERS
SAMPSON CAR MOVERS
ATLAS CAR MOVERS



American Supply & Machinery Co.

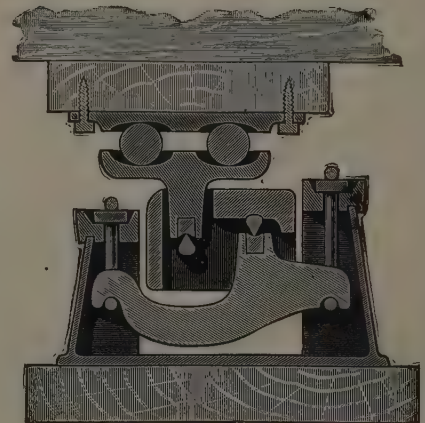
1102 Farnam Street, Omaha, Neb.



HOWE on a Scale

Means heavy construction, correct weight, long life, satisfied customers, a careful business.

"HOWE"



NEBRASKA SCALE & SUPPLY CO.

1104 Farnam Street, : : : Omaha, Neb.

The Time Is Upon Us All

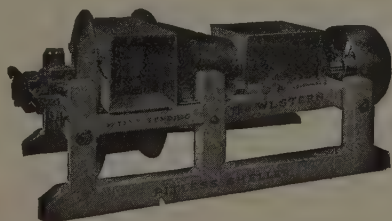
Once more it is here, and we must get busy and prepare for it. Oh, no! That isn't it. We mean the Improvement Season. What preparations, if any, have you made for handling the new crop? Are you contemplating the erection of a new elevator or the overhauling of an old one?

The first thing you want to look to is, the condition of your elevator; then the protection you have against fire; then the machinery with which it is equipped. Is it up to standard, will it handle the incoming grain without a shut-down for repairs? Better get busy and take inventory and see what department of your elevator is weak.

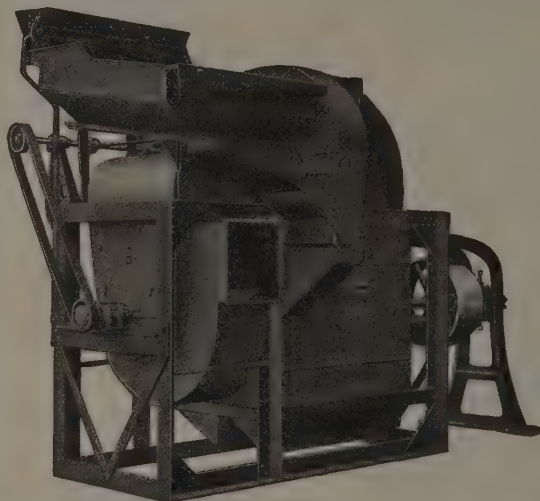
For over forty years we have been building—and selling—grain elevator machinery. It is all that is desired in machinery. We can outfit your elevator complete and guarantee that the machinery we install will give the service for which it was built and sold.

Let us hear from you—tell us your trouble. Our engineering department is at your disposal and will gladly suggest what machinery is best for your needs.

UNION IRON WORKS, :: Decatur, Ill.



HERE YOU HAVE IT



A Combined Cleaning Machine

with which you can clip oats or scour and polish off grade wheat

OR IF DESIRED

you can omit the clipping and scouring operation and in less than 5 minutes the machine is converted into a receiving separator with two suction and two screens.



*Eureka Combination
Oat Clipper,
Receiving Separator
and
Wheat Scourer*



The S. Howes Company

SILVER CREEK, NEW YORK, U. S. A.

The world's largest producers of high grade Grain Cleaning Machinery.

The Humphrey IMPROVED METAL EMPLOYEE'S ELEVATOR.



Write for particulars

Humphrey Elevator Company
Sole Manufacturers FARIBAULT, MINN.

Your Firm Name

will be printed free in the 15,000 copies of the 1917 List of Users of the Universal Grain Code if you notify us promptly that you have a copy of the code.

A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.

Printed on bond paper and bound in flexible leather. Price \$3.00.

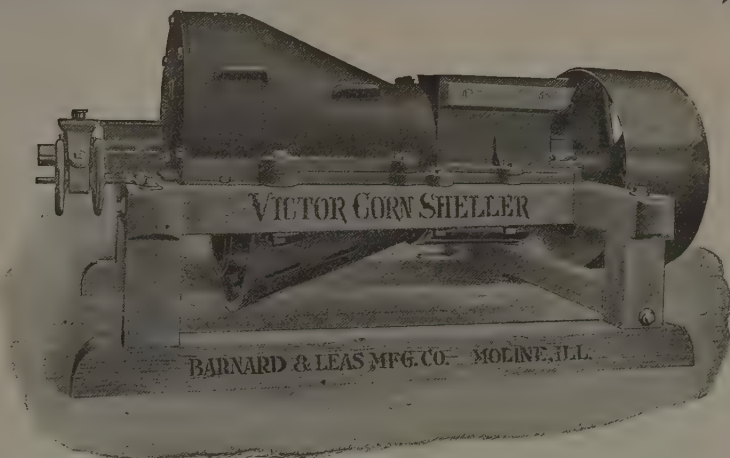
GRAIN DEALERS JOURNAL

305 So. La Salle Street

Chicago, Illinois



Two Wonder Workers



Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy, and worthy of your investigation.

Barnard's Dustless Elevator Separator



This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



The Roller Bearing Traveling Brush Carrier Used on the

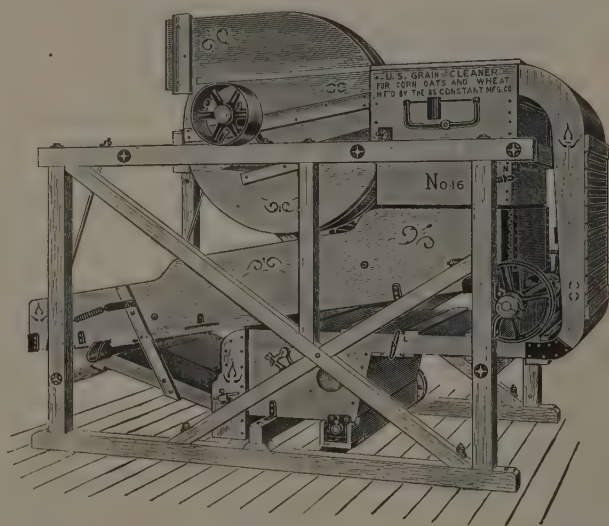


CLIPPER CLEANER

*is the only device that
Keeps the Screens Clean*

The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

A. T. FERRELL & CO.
SAGINAW, W. J., MICH.

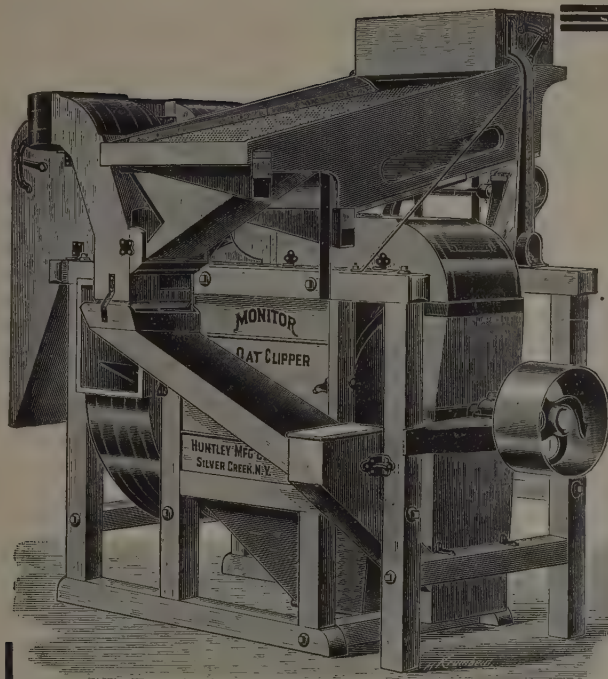


Our
Catalog
On
Request

Easily The Leader in Satisfactory Grain Cleaning

The "U. S. Grain Cleaner" has for so long been giving satisfactory service in hundreds of grain elevators throughout the country, that it is no wonder that it is considered the leader. It has built up an enviable reputation. This is the kind of a cleaner you should install in your elevator. You had better give the subject some thought at this time, as the new crop is not many months away. Look your machinery over and see what you need—we can supply it.

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.



"Monitor" heavy-service construction, simplicity of arrangement, ease of regulation, efficiency, durability and general operating economy are features that have made this machine a pleasing and profitable investment to hundreds of users.

Monitor All-in-one

**Oat Clipper
Smutter
Grain Cleaner**

This several-purpose "Monitor" is truly unique in this important respect—it's an Oat Clipper, and is **no less** a perfect Smutter than it is a 100 per cent correct Oat Clipper. Moreover, it's a very efficient Grain Cleaner. In combining clipping, smutting and cleaning in this one machine, we haven't restricted the different grades of work, but rather have provided a machine that will prove satisfactory for the three services intended.

HUNTLEY MFG. CO., Silver Creek, N. Y.

q If it's a **WAGON SCALE** you need, you had better see the **RICHARDSON SCALE CO.** Suspension Bearing. Railroad Track Scale Pattern. No check rods to blind. No balls to freeze up in winter.
SOLD ON FIVE YEAR GUARANTEE.

For **TWENTY-EIGHT** Years The Richardson Automatic Scale has **EPITOMIZED** the Ideals of American Grain Dealers.

Specify **RICHARDSON AUTOMATIC TYPE REGISTERING SCALE** for your new elevator. Don't say "Or Equal." There isn't any "Or Equal." Most of the Reliable elevator builders are glad to use Richardson's. It lessens their trouble.

THE SPARK PLUG

to profitable Grain Trading is a Richardson **TYPE REGISTERING** Scale.

THE TWO



IN

ONE

If **SOLOMON** were alive to-day, he would say "Don't buy an Automatic Scale that is not **TYPE REGISTERING.**"

* * * *

No Automatic Scale is better than its Register. No Automatic Scale can be stronger than in its weakest part. Without a Type Register the best Automatic Scale ever made would be a weakling. Richardson Scales **ARE TYPE REGISTERING.** They Double check and Double count.



AUTOMATIC



The owners of this elevator state that DIXON'S SILICA-GRAPHITE PAINT has been used by them for many years, both on iron and wood work, and that it is the

**Most Serviceable and
Most Economical Paint**

they have ever used.

Expert opinion and service records of this kind should persuade you to be a user of

DIXON'S SILICA-GRAPHITE PAINT.

Booklet No. 15 B will interest you

Made in Jersey City, N. J., by

JOSEPH DIXON CRUCIBLE COMPANY

ESTABLISHED 1827

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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**For Accurate Moisture Tests
use our Grain Dealers Air Tight
Cans for forwarding your grain
samples.**

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.

**The Automatic Dump
Controller**

USED EVERYWHERE !



Why not have the best, most up-to-date equipped Elevator in your section of the country?

There is but one way, i.e., Buy the machinery required to make it the best.

Farmers will take their grain to the man who is prepared to give them the best and quickest SERVICE.

The Dump is the most important part of your house.

Why not use the most modern device for controlling your dump?

OUR DUMP CONTROLLER IS A "TRADE GETTER AS WELL AS A TRADE KEEPER."

Send for circulars. They will be forwarded upon request.

L. J. McMILLIN
523 Board of Trade Bldg.,
INDIANAPOLIS, INDIANA

**Eliminates
Spotting
Charges**



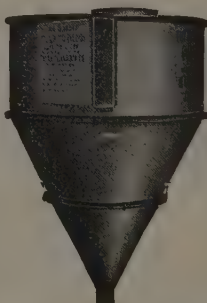
Thirty Days FREE Trial

We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If it is satisfactory we are to receive \$5.00 for Car Mover, f. o. b. Appleton, but if not satisfactory it can be returned and we pay freight both ways.

NEW BADGER

car movers are used by grain dealers all over the country and what is more they are giving good satisfaction. With it you can do away with spotting charges now being made by the railroads. You will be shipping considerable grain soon and the cars will be dropped far down on your siding. Drop us a post card today and we'll send the New Badger to you immediately.

Advance Car Mover Co., Appleton, Wisconsin



THE ONLY SANE, SAFE THING

**to do is to install an All Metal
Fire Proof**

**Knickerbocker "1905" Cyclone
DUST COLLECTOR**

The Knickerbocker Co.,

Jackson, Michigan

GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with
Torsion Balances.



5055

Style No. 5055 Corn
Acidity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

The Torsion Balance Co.

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San Francisco, Cal.

Factory:
Jersey City, N. J.

Office:
92 Reade Street
New York

Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net... bushels... pounds, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS' JOURNAL, 305 So. La Salle Street, CHICAGO, ILL.

WE were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

New York Belting & Packing Co.

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2d Ave. N. and 3d St.
MINNEAPOLIS, MINN.

218-220 Chestnut St.
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IS THIS IT?

Is the belt on your Conveyor or Elevator
Leg the kind that Opens Up Like the Above?
Opened Plies or Split Seams are
Absolutely Eliminated in

"R. F. & C."

Non-Separable Ply Rubber Belt FIGURE IT OUT YOURSELF!

"R. F. & C." is a rubber belt—that
cannot open in the plies *nor* split in the seams—
will transmit full power with minimum stretch—
can be used until *worn out in service*—

IS NOT THAT THE RUBBER BELT YOU WANT
to know more about? Send for sample and full information
about "R. F. & C." patented Non-Separable Rubber Belt.

W. H. SALISBURY & CO., Inc.
"The Pioneer Belting House of the West"—Established 1855
OFFICE and FACTORY: CHICAGO, ILL.

REXALL

DOUBLE-STITCHED BELTING

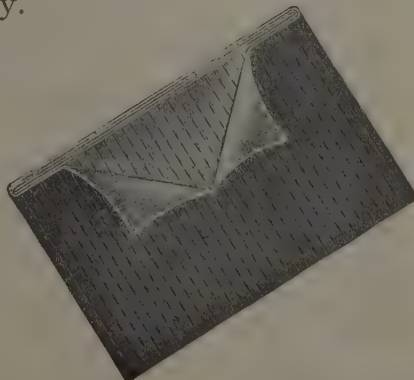
Is made to meet every condition and for every type of conveyor and elevator. Economical, strong, reliable, these belts outlast all others. The tightly woven duck of enormous tensile strength reinforced by inter-stitching results in the utmost stability.

"Rexall" on your conveyor or elevator means a
big saving of money and trouble and increased
length of service. Write or wire for samples.

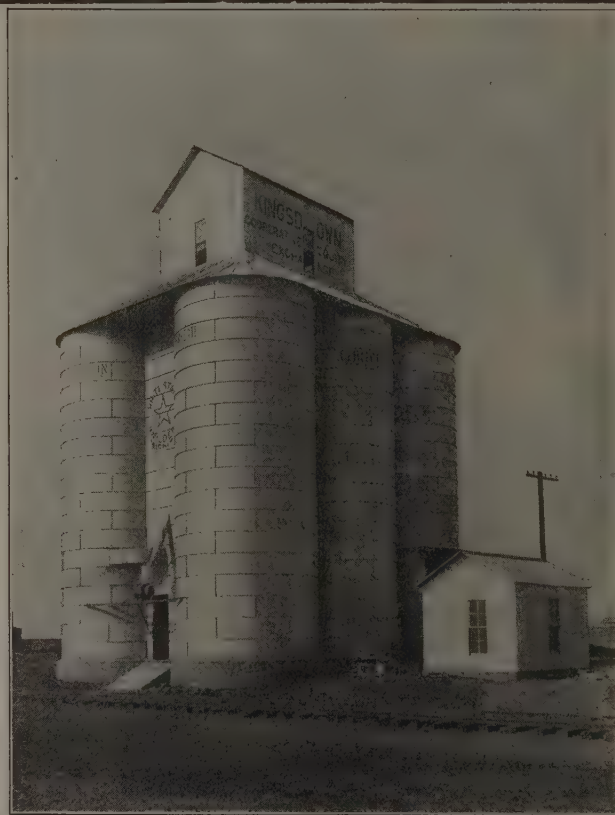
IMPERIAL BELTING COMPANY

Lincoln and Kinzie Streets
CHICAGO

42 Broadway, New York, N. Y.
525 Market Street, San Francisco, Cal.
423 Yeon Bldg., Portland, Ore.



GRAIN ELEVATOR BUILDERS



The Demand for PERFECTION Fire Proof Elevators

More PERFECTION Elevators have been ordered in the first two months of this year than were built in all of 1916.

The Security and Strength—and the Economy—of Perfection Construction were never more apparent than they are today.

*Illustrated Book
sent on request*

**Perfection Metal Products Company
TOPEKA, KANSAS**

Be Satisfied This Season!

**“YOUNGLOVE does all the
Contract calls for and MORE.”**

Concrete and Tile
Quick Service

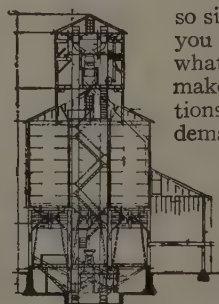
Cribbed and Balloon
Guaranteed Work

REPAIR SPECIALISTS

YOUNGLOVE CONSTRUCTION CO.
412 United Bank Bldg. SIOUX CITY, IOWA.

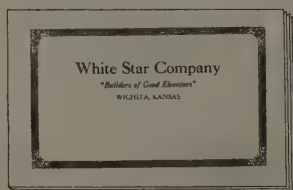
NOT A CHINESE PUZZLE, BUT READABLE

PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance
Construction Co.**
Board of Trade INDIANAPOLIS, IND.



**Our New
Booklet of
Elevator
Construction**

Write for Catalog C-2.

White Star Co. Wichita, Kans.

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 . . . Price, \$1.75

GRAIN DEALERS JOURNAL, 305 So. La Salle St., Chicago, Ill.

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H. H. Birchard
CONTRACTOR
Grain Elevators.

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

L. J. McMILLIN
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GRAIN ELEVATORS
Any Size or Capacity
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J. E. STEVENS
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Designer and Builder of
MODERN GRAIN ELEVATORS

HICKOK Construction Co.
MINNEAPOLIS ELEVATORS
818 Flour Exchange

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CONSTRUCTION
SPECIALIST
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"HAVE IBBERSON BUILD IT"

Write
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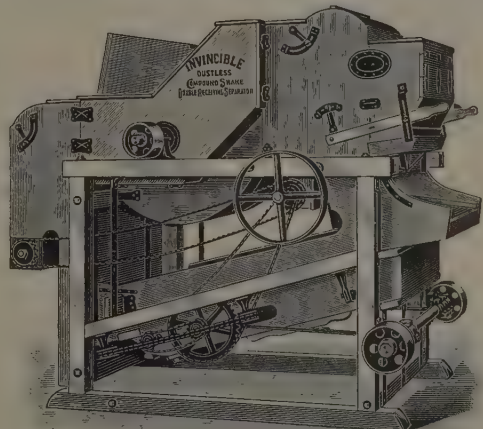
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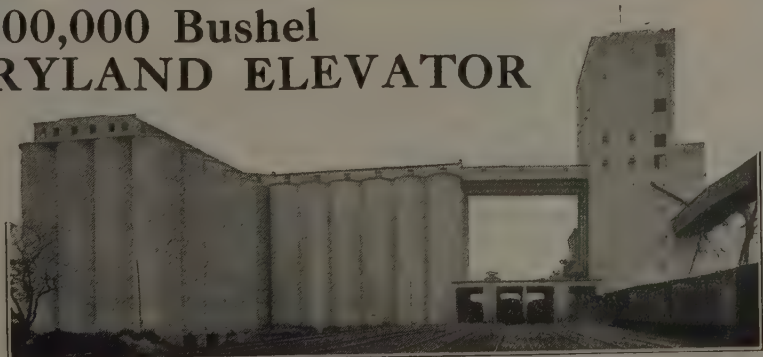
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It is a logical product for you to handle.

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1420

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**No Burrs
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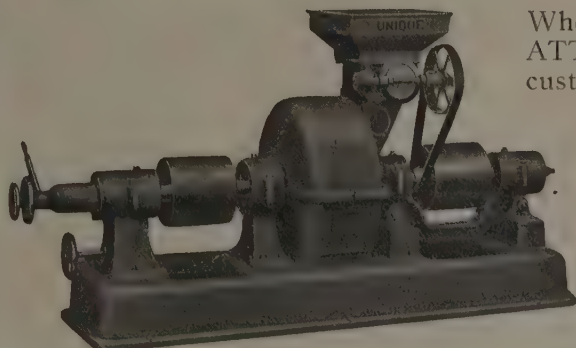
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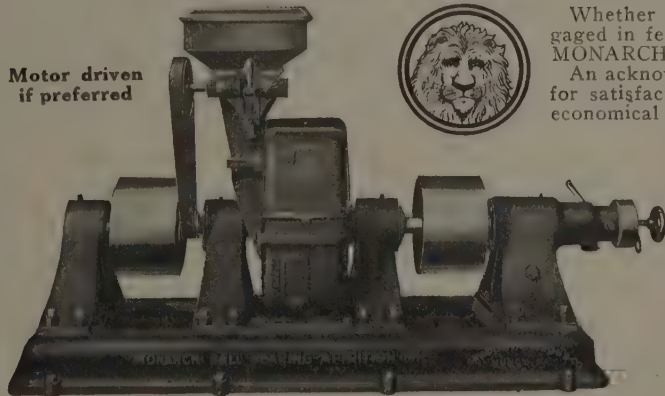
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Motor driven
if preferred



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305 So. La Salle Street CHICAGO, ILL.

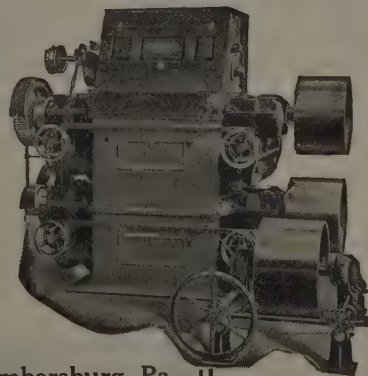
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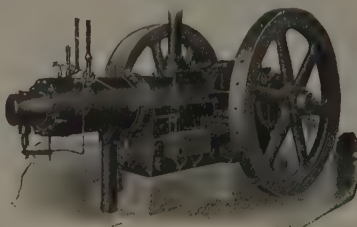
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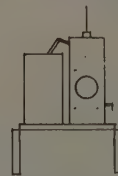
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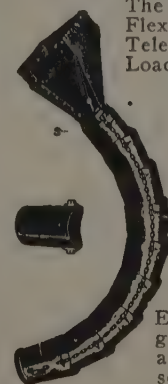
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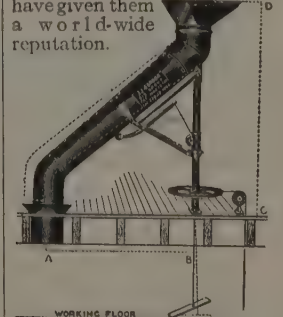
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Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912,

Of Grain Dealers Journal, published semi-monthly, at Chicago, Ill., for April 1st, 1917, State of Illinois, County of Cook:

Before me, a notary public in and for the State and county aforesaid, personally appeared Charles S. Clark who, having been duly sworn according to law, deposes and says that he is the Business Manager of the Grain Dealers Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Grain Dealers Journal, 305 S. LaSalle St., Chicago, Ill.
Editor, R. R. Rossing, 305 S. LaSalle St., Chicago, Ill.

Managing Editor, Charles S. Clark, 305 S. LaSalle St., Chicago, Ill.

Business Manager, Charles S. Clark, 305 S. LaSalle St., Chicago, Ill.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent or more of the total amount of stock.):

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3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are (if there are none, so state):

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4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is..... (This information is required from daily publications only.)

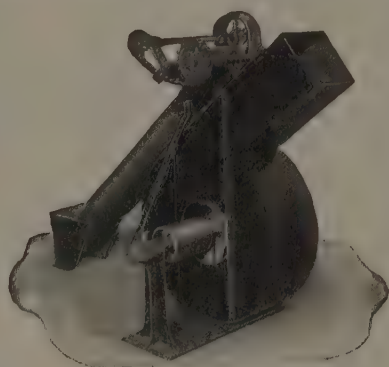
CHARLES S. CLARK.

(Signature of business manager.)

Sworn to and subscribed before me this 22nd day of March, 1917.

(SEAL) ELLIS D. WHIPP,
Notary Public.

My commission expires August 3, 1919.



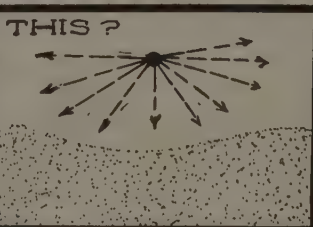
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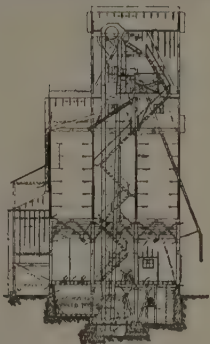
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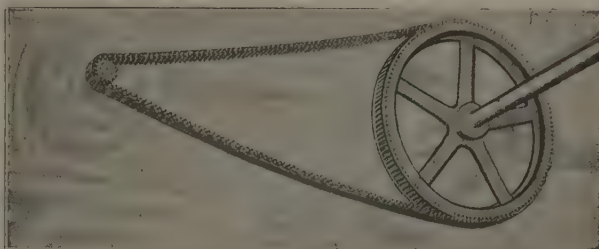
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Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make **AMERICAN HIGH SPEED SILENT CHAIN DRIVES** the ultimate solution and afford the final overcoming of your power transmission problems.

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For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

Write for list of complete Grain Elevator installations and a copy of our Catalog No. 100.

American High Speed Chain Company

Commercial Drive Division

1402 So. Michigan Ave.

Chicago, Ill.

Factory—Indianapolis, Ind.

Testing Hopper Scales.

[By O. A. Readfield, Scale Inspector, Minnesota State Grain Weighing Dept.]

First a physical examination or inspection of the scale is very important. Examine the foundation and see that it is level and of sufficient strength to carry the load that is imposed. Examine the levers and their alignment, see that the bearings are in their proper places and also that the connecting lever loops and nose iron shackle hang plumb and do not pull or thrust. The connecting rods must also be plumb. The check rods must have sufficient freedom so that when a bar is used between the inner and outside frame of scale platform that the live part has perfect freedom. The sub-hopper thru which the grain is discharged from scale hopper must also have sufficient clearance and in no way be allowed to touch the discharging spout of the hopper.

The hopper valve slide must have perfect freedom and in no way cause a bind. The dust curtains that hang from the garner bottom down on the inside of the top of the hopper must not be tacked to the hopper nor be allowed to extend too far down or the grain will pile against them and slow the scale.

See that there is ample clearance between the top of the hopper and the bottom of the garner or there will be a false balance. Many a scale has been adjusted quick in seal from the above cause.

Before beginning a test, shut down all of the elevator machinery, close all windows and shut off all air drafts. Put the scale in balance and note the sensibility of beam for a scale cannot be sealed closer than its sensibility.

Scales are tested in various ways, such as placing 2,000 pounds of test weights on the skirting of the hopper which would allow 500 pounds on each corner as near and over the bearing as possible and then note the rise of the beam to a given point. Should the test be satisfactory, remove the test weights and fill the hopper with grain to the capacity of the scale and repeat as before. However, the most modern method of testing a scale is to suspend the weights from below each of the four corners of the scale and using from 4,000 to 8,000 pounds of test weights.

A Beam Indicator Needed.—It is impossible for an inspector to determine the exact rise of the beam without some device such as a beam indicator which can be attached to the beam and a target such as a very fine chalk mark placed on the face side of the trig loop and then balance the beam to the target. The beam should be allowed to vibrate from the bottom of the trig loop to within $\frac{1}{4}$ " of the top in establishing the balance where the target should be made.

The following is a description of the method used in testing hopper scales by the State Grain Weighing Department at Minneapolis: Two hooks are placed at each corner of the inside frame as near as possible on a line with the bearing foot pivot. A chain eight feet in length with a ring at each end is then hung from the hooks. This chain drops down below the truss post of each lever. A one ton chain hoist is then attached to each chain and from below a device is attached which will lift 2,000 pounds of test weights each. Then hoist the whole attachment clear from the floor and place 2,000 pounds of test weights directly under each chain hoist. Then balance the scale with the equipment attached.

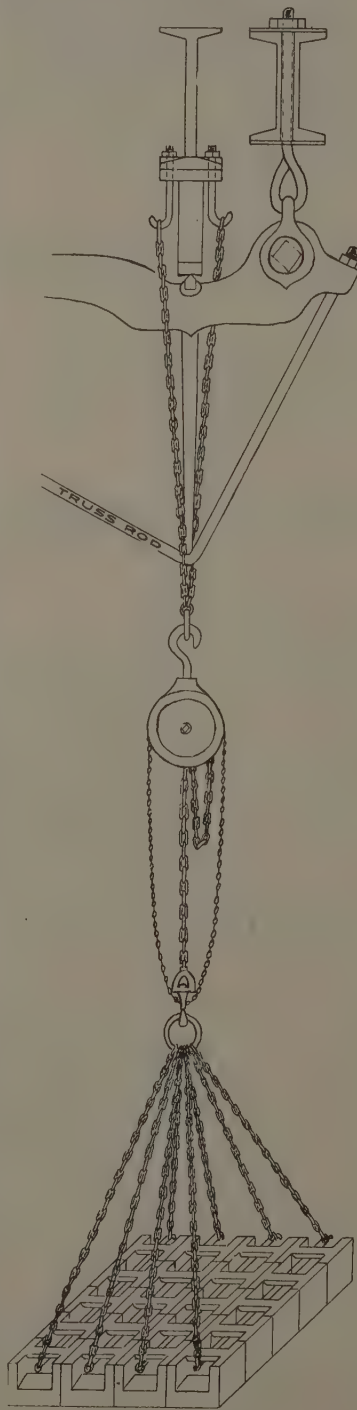
The weights can be lifted 2,000 pounds at a time on any desired corner with ease without any jar that will cause a shift of balance thru the loss of dust, which often occurs in the common way of piling the test weights on a plank. Furthermore the test weights are applied at the proper places and each corner is independent.

Good beam action, one that will vibrate evenly from the bottom to the top of the trig loop and return in true pendulum fashion, is essential. The monkey wrench should not be used too hastily on the nose irons and adjustment parts. If the scale was ever correct, you can rest assured that the fault can be located and the scale be brought back so close to standard that the adjustment necessary will be very little if any.

Two hopper scales of 2,000 bushels capacity each, under my charge were put into service seventeen years ago. I put those scales in seal with 2,000 pounds of test weights and altho ten million bushels of grain go thru those scales each year, only one has been changed in its seventeen years of service. It was short $\frac{1}{2}$ lb. per 1,000 lbs. and I believe that this was due to a slight error when the beam pivots were repaired. During the past year, 249 hopper scales of from 1,000 to 2,500 bush-

els capacity each were tested in the Minneapolis Department and of this number only four were adjusted and none of them were changed more than $\frac{1}{2}$ lb. per 1,000 lbs.

The trussing of the bearing feet is very essential. Especially is this true where the construction is of timber, but also many of the steel constructed scales need the bearing rods as well, particularly where the hopper contact is not directly over each main lever bearing. I believe that a set of the rods should be a part of the scale equipment and should be furnished by the scale company.



Hopper Scale Test.

The amount of test weights necessary to make an intelligent test of a hopper scale, many think should equal the capacity of the scale. The Minneapolis Weighing Department has much cross-town movement of grain because of the large terminal elevators where millions of bushels of grain is stored and held for delivery to the flour mills. I have seen seventeen elevators deliver grain to one mill in a single day, where thirty-seven scales were involved. The average shortage of the 92 cars received that day was 54 lbs. per car. Not one of the scales had been tested with more than 4,000 lbs. of test weights and many of them with but 2,000 lbs. As for myself I would much rather see 2,000 or 4,000 lbs. of the test weights used by a competent scale expert than ten or twenty times that amount by one of little experience.

Think what it means to pile up even three or four tons of test weights on a single corner and not have the weight pull directly over the main lever bearing. Suppose that the weights were pulling $\frac{1}{4}$ " back of the main lever bearing, what will be the result? Have you not changed the multiple of the lever, to say the least, of the change that has taken place by tipping the bearing foot and changing the position of that particular main lever?

I am speaking from experience where the above test was made and the scale pronounced incorrect. Yet five hundred cars had been shipped over that very scale the preceding year and taken in over a great many different scales and the average shortage was less than 60 lbs. per car. Many of these cars in question were unloaded in Chicago and had been shipped over five hundred miles.

Had the test been made with a moderate amount of test weights, the levers would not have been deranged and the scale would not have shown an error.

It might be asked, why will the scale carry its full load of grain and weigh correctly and still not carry four tons of test weights over one bearing? The question is easy to answer when one stops to consider that the grain when delivered from the garner into the hopper will be distributed fairly even and each of the bearings will remain in its respective place.

CIFER CODES

Use a good Telegraph Cipher Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

Universal Grain Code, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00.

Robinson Cipher Code with 1912 Supplement, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

Millers Code, designed especially for the milling and flour trades. Size 3½x6 inches; 77 pages. Price, \$2.00.

Baltimore Export Cable Code, third edition, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 412 pages. Price, \$10.00.

Your Name in gilt letters stamped on front cover of any of the above books for 25 cents extra. For any of the codes, address

GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

CENTRAL MINNESOTA—On account of sickness, elevator and coal business for sale; good proposition. Address G. R., Lock Box 5, Sanborn, Minn.

MICHIGAN BARGAIN—For quick sale at a very low cash price, modern, fully equipped grain and bean elvtr. in best grain section Mich. No comp. Address Bean, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two elevators located in fine farming country in Indiana; no competition. For further particulars and price address State, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Modern gr. and bean elvtr. in best gr. and bean section Mich. No bad comp. in surrounding towns. Bargain for cash. If you mean business, write May, Box 7, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and coal business in Central Iowa on C. M. & St. P. R. R. Large territory and good competition. Have other business. For further particulars, address Cereal, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A modern 35,000 bu. capacity elevator in best corn and oats territory of Western Indiana, averaging over 200,000 bu. annually. \$20,000.00 including a modern residence. Address Ben, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and feed mill; capacity 12,000 bushels; feed mill doing good business, annual amount \$100,000.00; located on R. R. land, town 1,800; no competition; on main line R. R. Eastern Iowa; good farming community. Address Iowa, Box 6, Grain Dealers Journal, Chicago, Ill.

OHIO—10,000 bu. capacity grain elevator for sale; located on the Penn. R. R. in small town of about 100, very good farming district. The building is in good condition; doing \$30,000 worth of business annually. If you mean business, address Board, Box 6, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

FOR SALE—75,000 cap. modern el. in town of 1,000 within 100 miles of Chicago; good business, one competitor; good reason for selling. 50,000 cap. el. in good corn and oats country 80 miles from Chicago; very reasonable; owner must retire account illness.

Several other elvtrs. ranging in price from \$5,000 to \$25,000. Jas. M. Maguire, 6454 Minerva Ave., Chicago.

FOR SALE—Modern up-to-date elevator, fully equipped, 60,000 bu. cap., also molasses mixed feed plant and 2 large warehouses in connection, located in best grain belt of Texas and only elevator in city of 150,000 population. Offers an exceptional opportunity for some enterprising firm; a bargain. Address Cross, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

IOWA elevator and coal business for sale; fine location. A. L. Tollefson, Est., St. Ansgar, Iowa.

KANSAS elevator and coal business for sale; good location. For particulars, address E. F. Adams, Everest, Kans.

OHIO elevator, warehouse and coal sheds for sale, 100 car point for \$5,000; no trade. Address John E. Bonner, LaRue, Ohio.

FOR SALE—30,000 bushel capacity elevator complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

FOR SALE—A good elevator in good locality; no competition. Inquire of "Kansas," Box 5, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN OHIO—Three elevators for sale in good grain section; elevators in good repair. J. & J. Leas, West Manchester, Ohio.

MINNESOTA—Elevator fully equipped, gas power, dump scale, coal sheds; in good condition; close to Rochester, Minn., doing fine business. Address Box 79, Grand Meadow, Minn.

FOR SALE—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dershlmer, Dryden, N. Y.

FOR SALE—Grain Elevator, coal sheds, tool house; all built two yrs. ago; owners cannot give business the attention it requires. Address Own, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WILL EXCHANGE 120 acres Ohio land for a good Indiana elevator. Address Box 44, Rockford, Ohio.

WANTED—Good elevator that can be bought right for cash; in good grain section of Eastern Illinois or Western Indiana. Address H 64, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED TO LEASE—An experienced grain man desires to lease a good elevator located in good grain territory or will take over a good grain business and operate it on a partnership basis. Address Fay R. Best, Sidney, Ill.

WANTED—To buy or lease elevators in Northeastern Indiana or Northwestern Ohio or will furnish funds and operate on joint account. All correspondence strictly confidential. Address Wayne, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR EXCHANGE—157½ acres located in Northern Okla. ¾ mile of Arkansas River, one and one fourth mile of producing oil well; extra good improvements and good land for an up-to-date elevator located in a good grain country with fair competition. Address SRW, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

ELEVATOR BUYERS save \$1,000 by getting choice out of my private list, gratis. **ELEVATOR SELLERS** get access to the entire field of buyers by listing your elevator with me. John A. Rice, Elvtr. Broker, Frankfort, Ind.

BUSINESS OPPORTUNITIES.

EXCHANGE—Central Iowa Farm, 160 acres, for Grain or Lumber business. Address P. O. Box 386, Cedar Rapids, Iowa.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—One of the best cash grain brokerage businesses in the Central states, with best of connections at Eastern & Central markets; excellent income, business increasing each year; will sell promptly or not at all. Reason for selling, other opportunities. Address East, Box 7, Grain Dealers Journal, Chicago, Ill.

DO YOU want to buy one-half interest in a 200-bbl. roller mill with elevator, also electric light plant in connection for lighting city? Located in thrifty town in Missouri; a paying proposition; will sell mill and elevator without light plant or will sell entire plant, but prefer to sell one-half interest; will rent mill and elevator, oil engines for power. If you mean business, address Mill, Box 4, Grain Dealers Journal, Chicago, Ill.

I WISH to sell my property consisting of a two-story dwelling house; has 6 rooms, hard and soft water in kitchen; store room attached to dwelling, 20 ft. wide and 50 ft. long; a first-class stock of merchandise bought before the advance; a bargain for right party; there is an elevator job that goes with property which pays \$600 per year. Parties who are not able to handle this proposition need not apply. Address Dwelling, Box 7, Grain Dealers Journal, Chicago, Ill.

LUMBER FOR SALE.

From the wrecked Armour Elevator, Chicago, Illinois, several million feet of No. 1 Hemlock and Pine Lumber, thoroughly dried and in good condition; equally as good as new lumber and at much lower prices.

Nails have been removed, ends trimmed; lumber is sound and very good stock in sizes of 2x4, 2x6, 2x8 and 2x10, in lengths from 3 to 18 feet; different lengths and sizes sorted in different piles. Also, timbers of different sizes and lengths; can be loaded on cars or wagons.

This stock is bright and thoroughly dried and has not been exposed to the weather for several years. For further information and prices address O. Quarnstrom, 1102 N. Clark St., Chicago, Ill.

HELP WANTED.

EXPERIENCED country elevator manager wanted. Small town. We want a worker, good habits and references. Address Box 1, Sidney, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—A competent mill manager. Must be familiar with the mechanical as well as the business end of the milling business. A good salary for the right man. Address Western, Box 7, Grain Dealers Journal, Chicago, Ill.

GRAIN INSPECTOR of A-1 ability wanted to grade grain beginning with the enforcement of the new government rules. Give full particulars regarding experience and salary expected. Address Wichita Falls, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—Manager for a combination lumber, grain and feed business; yard located in central Wisconsin. Must speak German; good opportunity for the right man; in reply, state age, previous experience and salary wanted to start. Address Merchant, Box 7, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

MALE HELP WANTED.

TYPIST to conduct correspondence and shipping of merchandise and printing dept. Give full particulars regarding experience and references. Address Windy City, Box 7, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE

FOR SALE—25 bbl. mill in connection with a 20,000 bu. capacity elevator. Good location. Address C. L. Peterson, Exchange Bldg., South Omaha, Nebr.

FOR SALE—Big dividend payer; has averaged better than 30% annually for past 18 years; 350-bbl. Illinois mill. I am selling cheap to close an estate. P. O. Box 653, Murphysboro, Ill.

FOR SALE OR TRADE at a bargain, 65 bbl. mill, water power; Great Western system, located in South Central Kansas. Mill will rent for \$50 per month. Address Bargain, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE.

80-bbl. Flour Mill. Mill run with 75 hp. gas engine installed less than 2 years ago, power costs less than two cents per bbl. New sifter installed less than four years ago. Mill has been run day and night during the last two years; has been kept in good condition. In good grain and dairy section. Have attrition mill and 9x24" feed mill for feed grinding. Private R. R. siding for five cars at one time; can sell all flour mill can make in Cleveland, Ohio, in car lots. Will sell for \$10,000 cash. For further information, address O. W. Reichsteiner, Seville, Ohio.

MOTORS WANTED.

WANTED to buy second hand motors 10 to 15 h. p., 3 phase. State lowest price. Address Webb, Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED

WANTED—Position as manager for either farmers' or line elevator; 18 years steady experience. Best of references. Address Box 64, Kamrar, Iowa.

EXPERIENCED elvtr. and grain man wants position as mgr. in good paying elvtr. May take option on plant later if agreeable to owner. O. W. Madden, Ridgeville, Ill.

WANTED—Position as Mgr. of Elvtr. in good grain belt of Ohio; 20 years exp. in elevator, 5 years Mgr. of farmers elevator; am now employed but desire change. Address Pete, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as solicitor for grain firm; have had 15 years experience in grain bus. as manager for both line and farmers houses and have wide acquaintance in Central Iowa. Am a good mixer and can get the business. Address J. F. Watson, Kamrar, Iowa.

WANTED—Position as mgr. of elevator; 16 years business exp., 5 years engaged in grain business. Speak English and German; 37 years old, married. Good references. Prefer Idaho or Montana. Address Idaho, Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as solicitor for good grain firm in Kansas City or Omaha, or as Mgr. of Terminal or Country elevator; 18 years exp. in grain and livestock business; employed at present but desire change. Will come on 30 or 60 days trial. Address Pier, Box 7, Grain Dealers Journal, Chicago, Ill.

MARRIED MAN, 35 years old, 11 years experience with Farmers and Line elevators, handling side lines, wants position with good country elevator that will offer a steady position to good grain man that is willing to handle same. Ref. Bond. Address Position, Box 7, Grain Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED WITH INVESTMENT.

WANTED—One fourth to one half interest with services in a paying elevator. Address Elevator, Box 7, Grain Dealers Journal, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

PROPOSALS.

PROPOSALS FOR GASOLINE, FORAGE & BEDDING: Dept. Quartermaster's Office, 556 Federal Building, Chicago, Ill. Sealed proposals will be received here until 11 A. M., Central Time, April 16, 1917, for furnishing gasoline, forage and bedding at posts in Central Dept., during year commencing July 1, 1917. Information furnished on application.

PROPOSALS FOR FORAGE FOR PHILIPPINE ISLANDS. Office Dept. Quartermaster, 556 Federal Building, Chicago, Ill. Sealed proposals in triplicate will be received here until one o'clock P. M., Central time, May 2, 1917, for furnishing at Chicago, Ill., or other prominent railroad points, 3,000 tons hay, 3,000 tons oats, and 100 tons bran. Information furnished on application.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED—Young man of A No. 1 experience in merchandising wheat, corn and oats in wholesale grain office in the heart of the wheat belt of Kansas; one who has some capital to invest and take half interest in the business. Nothing but hustler wanted. Address Bank, Box 6, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—One Automatic Hopper scale, one straight Hopper scale, one elevator belt with cups 4"x12". Jansen Equity Exchange, Jansen, Nebr.

ARE YOU a quick buyer who can tell a bargain. If so, we offer you 1-100 ton 40 ft. Fairbanks with Railroad beam, price.....\$325.00 1-500 bu. refitted Howe Hopper scale 125.00

We also have some dandy bargains in refitted wagon scales. Dormant scale and office safes. Write us your wants.

HOWE SCALE COMPANY
St. Louis, Mo.

ADDRESS WANTED.

ADDRESS wanted of O. S. Stusman, formerly of Springfield, Ill. Central Box 7, Grain Dealers Journal, Chicago, Ill.

PRESENT address wanted of C. A. Lowe, formerly of Enid, Dill and Cordell, Okla. National, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Present whereabouts of O. D. Osborne, formerly of Central Fire Appliance Co., Peoria, Ill. Bind, Box 6, Grain Dealers Journal, Chicago, Ill.

ANYONE knowing the present whereabouts of C. E. Balsley, formerly with Baisley Bros. of Springfield, Ohio, address Ohio, Box 7, Grain Dealers Journal, Chicago, Ill.

WANTED—Present address of E. G. Beall, formerly of Beall Grain Co., Wichita, Kan., and later reported in Kansas City, Mo. Form, Box 6, Grain Dealers Journal, Chicago, Ill.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

MACHINES FOR SALE.

FOR SALE—Cheap, two No. 5 Monitor Receiving Separators; one No. 15 U. S. combined cleaner, three to five hundred bu. cap. A. S. Garman Co., Akron, Ohio.

FOR SALE—60 hp. engine, 90 hp. boiler; 50 pulleys, shafting, dump irons, dump controllers, Spencer hay baler; all in good condition; your own price. J. R. Scott, Winamac, Ind.

FOR SALE—One 18 in. Nordyke & Marmon, one Aug. Wolf 18 in. and one 24 in. W. D. Grey's noiseless patent rolls; one monitor flour packer, new barrel and sack; one Nordyke and Marmon flour sifter and other machinery. C. E. Sheldon, Eudora, Kansas.

FOR SALE—50 feed mills, \$10 up, 2000 pulleys 75% from list, shafting 3c per pound; 50 grain cleaners \$25 up. We build elevators, sell and buy elevators and flour mills, machinery, belting, hangers and everything in this line. Give us an opportunity to save you money. Ten oil engines, ten steam engines, 100 h.p. down. A. D. Hughes Co., Wayland, Mich.

1—16" B. B. Attrition Mill & Drive \$220.00
1—22" Ball Bearing Attrition Mill 210.00
1—24" Ball Bearing Attrition Mill 300.00
1—No. 5 Knickerbocker '05 Dust Col. 40.00
All f.o.b. shipping point subj. to prior sale, 1/4 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.

"Builders of Better Mills."

George J. Noth, Manager,
No. 9 South Clinton St., Chicago, Ill.

FOR SALE—MACHINERY

AT BARGAIN PRICES.

- 1—No. CC "Sonander" Automatic Scale, 3 bu. hopper, cap. 500 bu. per hr.
- 1—No. D "Sonander" Automatic Scale, 4 bu. hopper, cap. 1,000 bu. per hr.
- 2—No. 4 "Monogram" Exhausters.
- 1—9 inch "Caldwell" Trolley Spout.
- 12—8 inch Cast Iron Floor Funnels.
- 2—No. 25 "Niagara" dust collectors.
- 2—No. 26 "Niagara" dust collectors.
- 4—No. 930 "Gauntt" feeders.
- 1—No. 2 Invincible—"Sypher" magnetic Separator.
- 3—No. 5 "Monitor" Cracked corn separators.
- 1—No. 2 1/2 "Invincible" oat clipper.
- 1—9x18 "Case" Two pair high feed mill.
- 2—9x24 "Allis" Three pair high feed mills.
- 1—9x30 "Allis" Three pair high feed mill.
- 2—No. 8 "Bowsher" feed mills.
- 1—No. 1 "Willford" feed mill.
- 1—No. 0 "Willford" feed mill.
- 1,000 ft. 4 inch Steel Conveyor.
- 900 ft. 6 inch Steel Conveyor.

Beltings, pulleys, hangers, shafting, buckets, bolts, separators, boots, etc. Everything for flour mills, feed mills and grain elevators.

We ship to responsible parties on 30 days' time.

Write today for our complete bargain list.

Est. 1872. B. F. Gump Co. Inc. 1901.
431-437 S. Clinton St. Chicago.

SAFES FOR SALE.

FOR SALE—New and second hand safes and vault doors. Advise size. Write today for illustrated catalog showing fire and burglar proof safes; lowest prices, largest dealers. Safes repaired. Terms to suit. HOWE SCALE CO., ST. LOUIS, MO.

ENGINES FOR SALE.

PARTIES wanting a first class 22 h.p. gasoline engine at a sacrifice, address Howe Scale Co., Chicago.

FOR SALE—50 hp. Ames engine, excellent condition, for \$250, one third its value. E. P. McKinney, Binghamton, N. Y.

FOR SALE—One W. P. Callahan, Dayton, Ohio, 60 hp. gas engine complete; fine order. C. H. Horton Co., Painesville, Ohio.

FOR SALE—International kerosene engine; 50 hp., 2 cylinder, with batteries and magneto; big bargain. Address C. O., 610 Majestic Bldg., Milwaukee, Wis.

FOR SALE—Slightly used 20 hp. Olds gasoline engine; now running but wish to install motor for more room; a bargain. Interstate Flour and Feed Co., Grain Exchange Bldg., Omaha, Nebr.

FOR SALE—32 h.p. Fairbanks Morse gasoline engine with kerosene burner attachment. 18 inch Robinson feed mill complete with belts and shafting; all in first class running order. Will sell for less than half of cost. Reason for selling, would install grinder. Oakfield Elevator Co., Oakfield, Wis.

HIGH GRADE ENGINE VALUES

You Cannot Afford to Overlook.
16hp Badger \$285. 16hp Stover \$365.
15hp Foos \$325. 20hp Fairbanks-Morse \$415. 40hp Lorraine kerosene engine \$525.
20-25hp Nash two cyl vertical gas engine \$350. 25hp Lauson kerosene \$535. 30hp Lauson gasoline \$435. 60hp Model four cyl governor controlled 7 1/4" bore 10" stroke \$535. Many others. Send for book of high grade engine values for stationary, portable, tractor, marine, automobile and aeroplane purposes.

BADGER MOTOR CO., MILWAUKEE, WIS.

BARTER AND EXCHANGE.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

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FOR SALE—Good 65a. farm, 30 miles from Chicago, on C. & N. W. 20 a. fall plowed; best of soil. Mrs. E. Eilers, 546 W. 62d St., Chicago, Ill.

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I HAVE the following leather belting in fairly good condition.

1 piece 26 ft. of 4 inch

1 " 18 " " " "

1 " 18 " " " "

1 " 24 " " " "

1 " 25 " " " "

1 " 25 " " " "

1 " 17 " " " "

1 " 14 " " " "

1 " 10 " " " "

1 " 10 " " " "

1 " 8 " " " "

1 " 10 " " " "

1 " 9 " " " "

1 " 26 " " " "

1 " 22 " " " "

1 " 24 " " " "

1 " 34 " " " "

1 " 17 " " 3 inch

1 " 20 " " 2 1/2 "

1 " 12 " " " "

1 " 20 " " 6 "

1 " 41 " " " "

1 " 37 " " 5 "

1 " 14 " " 8 "

1 " 17 " " 3 1/2 "

This belting has all been used. Some of it is double strength, some of it is practically new. It is all measured so that the edge on all of it can be trimmed and still be in widths as above.

John P. Coffey,

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WANTED—Two boilers, 72x18, hor. F. T. 125 lbs., also heater and pump. International Silica Co., Cairo, Ill.

FOR SALE cheap, sixteen hp. steam engine and 20 hp. boiler complete with all fixtures, piping, etc. Good condition. Farmers Grain Co., Latimer, Iowa.

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FOR SALE—10 horsepower vertical boiler; city inspection No. 3382; in good condition; was used on concrete mixer. Monsanto Chemical Works, 1800 S. Second St., St. Louis, Mo.

FOR SALE—Two 60 hp. boilers, Atlas make, with stakes, \$200 each; one 100 hp. boiler, Era City, 75 hp. Chuse engine, boiler and feed pump, water heater and pipes, \$1,000; Edna Light, Ice and Water Co., Edna, Texas.

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GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

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Capacity of Elevator.....

Post Office.....

.....bus.

State.....

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I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 511 Bell Block, Cincinnati, Ohio.

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Fortune and broom corn millet wanted in 10 ton or car lots. Address Kentucky, Box 4, Grain Dealers Journal, Chicago, Ill.

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Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

SCREENINGS wanted, all kinds. P. L. Zimmermann Co., St. Louis, Mo.

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MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

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We pay top prices for seeds. Your track or Toledo, Send samples. **TOLEDO, OHIO**
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Carloads or less

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Minneapolis

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An Invitation to An Understanding

For three months we have been advertising, primarily, the Rosenbaum Review. We have told the readers of this publication about it, its purpose, its scope, and its worth. Several hundred are apparently satisfied, some more so, for none have asked for the return of subscription remittances. The Rosenbaum Review now advertises itself; its readers recommend it, and there are over three thousand who get it regularly each week.

We are not now really concerned as to whether or not we receive another \$5.00 subscription. To all who subscribe we do guarantee satisfaction or money refunded, but we are in the grain business, and in it BIG. Our function is to handle the cereal commodities of the farm. A big business with branch offices located at most every important point, with elevators which afford modern cleaning and mixing facilities, with a force thoroughly experienced in every phase of grain merchandising, enables us, we think, to render just a little bit better service through our various departments, than it is possible to secure elsewhere.

The Rosenbaum Review today is the most popular paper published. We do not concede, and three thousand will agree with us, that any paper anywhere contains as much information of absolutely a dependable kind as the Review. The reason for this is evident. It is the viewpoint of men who know the grain business, not especially of this company, but of THE men who actually do 90% of the grain business of the country.

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[Incorporated]

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A Red Wrapper on your Journal means your subscription has expired.

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value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

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LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 3, 1898.

CHICAGO, APRIL 10, 1917

WHAT improvements do you contemplate making in your elevator this season?

THE WAY some buyers fight for the farmer's grain entitles them to admission in the first line of trenches, without any other training. Many grain dealers, in their eagerness to swell the volume of grain handled, simply wipe out all the profits to which they are fairly entitled.

WE know you are aware that the Grain Dealers Journal is working for better grain trade conditions and striving to be of help to those engaged in the business, but do you know that you can help us to a greater usefulness by sending us grain trade and elevator improvement news?

THE new Federal wheat grades published on page 574 merit careful study by wheat handlers everywhere, as they will be used thruout the land in handling the 1917 wheat crop. The grain trier, tester, kettle and moisture tester as well as caution and vigilance will be more necessary than ever in the buying and selling of grain along business lines by grade.

DO you know what it costs to handle grain thru your elevator? Prove it by sending us a detailed statement and explanation of what is necessary to determine the cost.

MANY GRAIN dealers will add storage room for both grain and coal this season so as to prevent their being forced out of business when the railroads still or again fail to furnish the cars needed to keep business going. Fireproof annexes will be found by far the most profitable when it comes to storing high priced grain.

GRAIN BINS in the neighborhood of Dunkirk, Ind., are said to have been robbed of many thousand bushels of corn and clover seed. This is one of the natural results of high-priced grain. It behooves country buyers to exercise every precaution to avoid buying stolen grain, as any of it which is traced to their elevator may result in their being put to the painful necessity of paying for it a second time.

THE AGENT of the Ogilvie Mfg. Co., in charge of its elevator at Swift Current, Sask., disappeared recently, leaving a shortage of about 800 bus., but the bonding company has found him and he will have to make good his shortage, which he does not deny. Elevator agents must of necessity exercise every care in handling the property of their employers which could reasonably be expected of them in handling their own property.

A NORTH DAKOTA judge recently ordered the states attorney of Mercer County to start proceedings against 20 co-operative elevator managers, on charges of violating the state's anti-trust and anti-combination laws. Those who have wasted much time during recent years listening to loud mouthed agitators, have long since been convinced that no one was amenable to such laws except the line elevator managers. This order of the court comes as an awful jolt to those who believed that all combinations were things of the past.

SHIPPERS OF OATS are cautioned to be more careful than ever to keep feed barley, weed screenings, dust and oat hulls out of oats sold to go across a state line, as the government at Chicago Mar. 29 began what is perhaps the first criminal suit to recover penalties for oats adulteration. The shipments upon which a criminal suit is now brot were made two years ago, and resulted in seizures at that time, the oats being released upon being cleaned or otherwise handled as directed by the Buro of Chemistry, a nominal fine being levied in a few cases. Under the criminal section of the statute the penalty may be as high as \$200 on each shipment.

ALL THE railroads are now convinced that the decision of the Supreme Court, upholding the Adamson Law, establishes their claim to higher rates, and unless the shippers protest, they will get much more than they are entitled to.

TWENTY FIRES have occurred in grain elevators recently and caused heavy losses. The only known causes reported are overheated bearings 2; spontaneous combustion 1; dust explosion 1; incendiary 3. The loss of grain by these fires was unusually large for this season of the year. This can be traced direct to the lack of shipping facilities needed to move the grain.

COMMISSION MERCHANTS should fear no loss of business as the result of war, because the world is now suffering from such an unusual shortage of grain that an active demand for all grain and grain products must continue throughout 1917 and 1918, whether the war stops or continues. The active merchant who performs any real service in the collection and distribution of grain or its products is sure to find a ready market for his services for some time to come.

OVERLOADING OF cars is becoming such a common practice that several state railroad commissions have in consideration special regulations for this bad practice. Overloading not only makes it next to impossible for inspectors to obtain a fair average sample of the car's contents, but it increases the chance of wrecking the car, and of causing a leak, to the shipper's loss and disadvantage. It is not often that cars are wrecked by reason of their being overloaded, but overloaded cars are frequently delayed, and the excess load removed and sold at a sacrifice at the first weighing point. While overloading a box car may temporarily relieve the congestion in the elevator, it is very likely also to sap the shipper's bank account.

THE MICHIGAN Grain Ass'n is conducting an active fight against the railroads being permitted to advance their rates soon. Michigan shippers have made many contracts of sale upon the basis of the present freight rates, and inasmuch as they have not been given cars and are not now able to obtain them, they cannot fill those contracts inside of 60 days, hence to allow an advance to go into effect before they have had a chance to fill their contracts would work a great hardship and injustice upon them. It seems very likely that the Interstate Commerce Commission will grant an increase in freight rates before long, so it would seem to behoove shippers in all sections of the country to exercise caution regarding making sales for the delivery of grain at distant dates.

NOT OFTEN does an elevator man obtain possession of grain shipped on an S/O B/L without delivering the B/L to the carrier. However, the Grand Trunk has brought suit against a Michigan elevator operator for \$1,600, the value of grain which he obtained without a B/L. The shipper in this case collected from the railroad, and now the railroad is trying to collect from the elevator man.

DEEP DUMPS should always be protected with iron grating, otherwise a team or a careless customer may drop in unannounced some day and want damages. In our North Dakota news column last number is recited a case where an automatic lever failed to work, with the result that a team was dropped 20 feet. It is unnecessary for grain dealers to take such chances. Pits can easily be protected and should be.

IN VIEW of the recent burning of many elevators filled with grain, it would seem the part of discretion for elevator owners to double their precaution against fire hazards and incendiarism. Some elevator men are keeping their own counsel regarding the contents of their house, and employing an armed guard at night. If many more mysterious fires occur all fire insurance companies will refuse new business on grain elevators at any price.

GOOD ROADS leading to country markets spread the delivery of grain from the farm over the entire year, and relieve the elevator man of working nights and Sundays, when called upon to handle a large crop during the few weeks following harvest, hence the grain elevator man should welcome the agitation now being conducted in many states for the building of better state roads. When the farmers learn the advantages of having passable roads the entire year round they will insist on them everywhere.

COUNTRY ELEVATOR men who contract for farmers' grain, to be delivered at an indefinite time, should provide in their contracts for reasonable notice of intention to deliver, else Mr. Farmer will watch the rising markets and drive up on the scale with a lot of grain when the elevator is full. This was the experience of a grain dealer at LeRoy, Ill. The court ruled that the elevator man was entitled to reasonable notice, to prepare for reception, where the time of delivery was uncertain, "August-September" having been specified when the contract was made. It's the old, old story of the market being up 6½¢ and the farmer hoping to be relieved of his contract by offering to deliver at a time when the elevator was full. When grain dealers make all contracts more specific in every detail they will have less trouble.

THAT ludicrous joke about sending experienced railroad men to Russia to teach them how to expedite the handling of freight is going the rounds of the daily press, all forgetful of the thousands of country elevators in the U. S. which have frequently been forced to suspend business since the 1916 crop started to market because of the railroads' failure to supply cars.

THE EQUITY EXCHANGE probe by a special com'te of the Minnesota Legislature has brot out some damaging facts regarding the Equity Co-operative Exchange that should place farmers on their guard. Testimony showed that the Equity is not an exchange, merely a sales agency the same as a commission merchant; that it is losing money and paying the loss out of capital account, salaries alone being on the basis of \$64,000 a year, while \$3,836 was spent for stationery in 5 months. The most damaging statement was that the Equity was selling grain 5 to 11 cents below the market, causing a loss of 4 cents to its dupes in order that it might get one cent commission.

Will Regulate Leasing of Right of Way.

During recent years all the railroads who have leased any portion of their right of way to grain dealers for their elevators, have been constrained, by a desire for more money, to advance the yearly rentals to a ridiculous figure, and also to incorporate in the leases sections holding the elevator owner liable for nearly every accident, fire or cyclone which happens in the neighborhood, and to release the railroad company from any damage which may accrue to any property as the result of carelessness on the part of its employees.

The railroads have been so extremely exacting in their requirements of the elevator owner, that it is but natural that the pendulum of regulation should begin to swing back the other way, hence we are pleased to know that a bill has been introduced in the Illinois legislature by R. R. Meents, which provides that no public utility, owning or controlling real estate not used in connection with the business of such public utility, shall rent or lease such real estate, except upon such terms and conditions as may be approved by the Public Utilities Commission and that no lease or other agreement concerning such real estate shall be valid or binding unless approved by the Commission.

With such a law on the statute books, the railroads would not be permitted to force elevator operators into agreeing to many sections directly at variance with their own interests. Such a statute, or else one providing explicitly for a renting basis, as well as for the liabilities of both

parties thereto should be enacted in every state. As it is at present, the railroads have ignored all authority and all interests and enforced conditions in their leases which are unreasonable, unfair and which are really of enough force against the rights and interests of the lessor to void the lease. Every Illinois lessor of railroad land should get after his representative in the state legislature and secure the enactment of House Bill No. 480.

Storage in North Dakota Not Compulsory.

The storage of grain for the account of farmer patrons is fraught with so many possibilities for evil that it is to be regretted the North Dakota state officials in charge of grain warehouses are actively disseminating the opinion that such storage is compulsory.

True, the North Dakota statute defines a public warehouse as one doing a shipping business; but the inference that a public warehouse necessarily must do a public storage business is not warranted. All the law demands is that the warehouseman treat all patrons alike. That is, if he stores for one he must store for all, and charge all the same rate of storage. "Such a duty only arises when he chooses to enter upon the business of elevating and storing the grain of other persons for profit," to quote the words of the United States Supreme Court in its decision holding that the business of handling grain in North Dakota was of sufficient public interest to authorize the legislature to enact a license law.

In the same decision four of the justices dissented from even this moderate measure of regulation, holding that there was no monopoly feature of public service to charge the warehouseman with duties to the public, as the field was open to anyone to build competing warehouses at any station on sites obtainable at low cost. Justice Brewer said:

"My first objection is that by this decision a party is compelled by the mandate of the court to engage in a business which he never intended to engage in and which he does not desire to engage, to-wit, the business of maintaining a public elevator. That he may have sometimes accommodated his neighbors by the use of his elevator for the storage of their grain and thus to a limited extent engaged in that business does not change the fact that his principal business was buying and selling."

The court simply affirmed the license clause of the statute and denied the right of the state to compel the warehouseman to store the grain of others; if he chose to operate his house exclusively for the storage of grain bot by him. Grain dealers of North Dakota who wish to reserve their elevator facilities for their own use should discontinue storage for others, and make no exception to the rule.

The Long Drawn Out Car Famine.

The car famine of the past year has been so extensive and interfered so seriously with such a large percentage of the would-be shippers of the land, that the sufferers are now ready to try almost any remedy, even tho it has not been tried heretofore. Many carriers who are owners of large numbers of box cars were forced, for the protection of their own business, to refuse to permit more of their cars to leave their own rails. In view of the prolonged detention of thousands of cars belonging to western roads on eastern lines, it seems perfectly natural that the car owners should adopt some measures to retain a portion of their rolling stock for their own use.

Increasing demurrage charges, greater per diem charges and enforcing rigid regulations, designed to facilitate the prompt release and return of cars for active service, has no doubt helped to reduce the delay in transportation, but shippers are now looking about for some permanent remedy that will prevent for all time a reoccurrence of the enforced suspension of their business. Pooling seems to offer more permanent relief than any other remedy suggested, because it would insure greater efficiency of rolling stock now in use, than where cars are confined to the rails of one road.

The time wasted in unloading and re-loading thru freight at junction and terminal points not only increases the cost of getting the freight from its initial point to final destination, but also requires the use of rolling stock more days for effecting the same transportation than would be necessary if the cars were permitted to go thru without transferring the freight.

Monday a mass meeting of grain shippers who have suffered many inconveniences and heavy losses during the past season, because of railroad inefficiency, will meet in Chicago, in hope of pointing out some way to secure relief from the inordinate delays.

Much of the congestion at the seaports was due to the congestion of the terminal warehouses and yards with freight booked for vessels which had not yet arrived. Then on the other hand many vessels were delayed because shipments booked for their holds were tied up at some interior point in a car congestion greater than ever experienced in this country before. Freight cars designed primarily for the transportation of freight were used principally for warehouse purposes, either at terminals or en route. This should not be tolerated. If the railroads would provide temporary warehouse facilities with sufficient storage and handling capacity to care for even half the freight offered, the ship-

pers of the country would be more patient with poor service. The railroads have suffered so much regulation at the hands of the state and federal law makers, that they have naturally held off adding new equipment. Their lack of needed facilities and their inability to serve the public with reasonably prompt transportation affords them one forceful manner in which to impress both the public and the law makers with the carriers' need of higher rates, in order to comply with the thousand and one needless regulations, without going into bankruptcy.

For years the labor unions have vied with the politicians in sandbagging the railroads, and the carriers have been unable to protect themselves. Their sullen resentment of unreasonable regulation has found expression in their persistent neglect and refusal to provide the new equipment needed to keep their service up to the former standard.

The opinion is gaining strength that since so much of our transportation is a matter of interstate commerce and subject only to regulation by Congress, that all transportation which in any way has a bearing on interstate commerce should be controlled and regulated solely by the Federal Government. This would relieve about 49 different kinds of trouble for the railroads, and put them in a mood to try to cooperate with the controlling authority in securing rates that would justify and enable all railroads to provide equipment more in keeping with their needs. The grain men in their conference next week will strive earnestly to obtain some relief, and may present some practical suggestions for improvement.

IF ALL speculation or trading in grain for future delivery is suspended until after the war, who will guarantee the country elevator man against loss on the grain in his elevator when cars are scarce and peace is longing for a chance to swoop down and depress prices?

REINFORCED CONCRETE failed to give the protection expected of it and to check the fire in the Quaker Oats plant at Peterboro, Ont. It also failed to give the expected protection to the grain in the reinforced concrete tanks of the Kentucky Public Elevator of Louisville recently. It is evident that concrete has its limitations, and until these are known the fire insurance companies will avoid writing insurance on grain in exposed tanks at low rates, until they have more definite and reliable knowledge as to exactly what can be expected from concrete walls. Years ago some concrete tanks were enveloped with book tile, on the side exposed to a combustible building, and not once has this veneer failed to give the protection needed and expected.

Food Production Conferences Needed.

Food production conferences of agricultural experts are being held in different parts of the country, in the hope of encouraging farmers to plant and cultivate the greatest acreage of foodstuffs possible. It is now recognized that the world's supply of foodstuffs is very short, and it is the patriotic duty of every American to use his most active influences in helping farmers to obtain good seed and in encouraging them to plant a large acreage.

The Kansas conference has stirred up considerable interest and all the publications of the state are spreading the increased acreage propaganda, in the hope that every citizen of the Sunflower State will think of this necessity every hour of the day. Indiana has already an active force started for the increased acreage, and some other states are now at work, spreading the gospel among the farmers.

So many million producers are now in the trenches, or drilling for the front that the world's crop for 1917 is quite sure to fall far below the average, and unless the United States and Canada harvest more grain than usual, many of the citizens of the Allies will go hungry. Talk to your farmer patrons, encourage them to plant more grain and assist them in obtaining good seed.

Grain dealers who encourage farmers to conduct germination tests of all seed grain, will profit by receiving a larger amount of grain after harvest. In addition they will have the satisfaction of helping to increase the country's grain production.

The Argentine Republic, fearing that the country has not enough to meet the needs of its own citizens, has prohibited the further export of wheat or flour and thereby emphasized the world's shortage.

In some sections of England farmers are using motor tractors with acetylene gas generators which enable them to run night shifts as well as day shifts. Both men and women are working night and day to prepare an increased acreage for grain.

What will you do to help?

IOWA'S BILL, H. F. 523, against the private wire houses, apparently has been drawn with too much knowledge of Board of Trade speculation and too little knowledge of law. In attempting to hit the private wire houses the author forgets that it is the thing itself which is unlawful and not the method of doing it. This clumsy bill provides that if the speculator hands the message to the telegraph company he is to go scot free, but if he hands it to a broker he is subject to \$500 fine. Sec. 9 of this ridiculous bill provides that the defendant shall be adjudged guilty unless he can prove himself innocent.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Interrogations for Financed Shippers?

Grain Dealers Journal: In view of the fact that country national banks can now rediscount the notes of country elevator men with the U. S. depositories in the large centers, at a low rate of interest, the question naturally arises as to what are the advantages to be gained by the country elevator man in paying a high rate of interest, besides pledging his shipments for unsecured loans?

Can any shipper afford to give away or even sell the right to ship his grain to any firm or market, in disregard of his possible interests elsewhere?

Does not this restriction of his business opportunities stifle his interest in the marketing of his grain, and turn him to speculation for active occupation?

If the shipper went to his local banker for the money needed to conduct his business, would the banker take an active part in establishing a competing elevator in the town?

Does easy money from distant sources foster careless methods or reckless speculation on the part of the shipper?

Is the privilege of shipping grain to the highest market or to the hustler you desire to handle your grain worth less than the low interest rate demanded for shippers' unsecured loans?

Can any shipper afford to sell or even give away his patronage?

How does the willingness to lend money improve or help the commission merchant's ability to sell grain at the top of the market?

Shud a grain commission merchant be selected because of his ability or willingness to finance the shipper?

Do commission merchants who lend money to country shippers without security have any greater interest in the welfare of the shipper than they would have did he refuse or neglect to borrow from them?

Does the commission merchant's loan to the shipper make him any more energetic or alert in serving the shipper as agent?

Can any commission merchant serve the shipper better either as lender or agent because of his serving in the dual capacity?

Do his interests as money lender ever conflict with his duty to serve the shipper as agent?

Can the commission merchants afford to extend unlimited credit unsecured to the shipper just for the promise of a portion of his business? Does not the taking of such great chances place the commission merchant's capital in jeopardy? How will he be reimbursed for his losses?

I have some very deep seated convictions against commission merchants becoming money lenders, because I believe

the spirit of Shylock will always dwarf any salesmanship ideas or ability which may have been lurking about their organizations. However, I would like very much to read the views of others on the subject. Yours for Efficiency.—Hennepin.

Car Condition When Loading.

Grain Dealers Journal: When loading a car of grain of any kind the shipper cannot be too sure the car is in first-class condition. When I get a car ready for loading I first cover all the holes to prevent the grain from leaking out. When the car is loaded I nail the outside all around and after nailing the doors in I make another inspection of the car to see if I can find any cracks.—G. W. Routh, mgr., Sims Co-operative Grain Co., Sims, Ind.

Is Carrier Liable For Deterioration Due to Delay In Transit?

Grain Dealers Journal: We shipped a car of corn to Baltimore, Md., Dec. 24, 1915, but the car was held up in transit for three months, and would not grade. It was discounted three cents per bushel, the total amounting to \$43.25. We filed claim with the railroad, claiming delay in transit and deterioration in value, but they returned the claim, stating that while they stood ready to pay their proportion of any loss caused by leakage or due to defect in equipment, it was refused because provision had not been made for sufficient boats to handle the export grain and the tremendous movement of grain at their Port Covington terminals had caused unprecedented conditions. Are there any decisions of the courts covering such cases?

We have another claim like this, amounting to \$76.15, which they offered to settle for two-thirds of the claim, but I have turned it down, believing that if they owe any they owe all.—Windsor Grain Co., W. B. Wallace, mgr., Windsor, Ill.

Ans.: A decision holding the carrier liable for unreasonable delay has been given by the Supreme Court of Arkansas and is published fully in the *Grain Dealers Journal* for Mar. 25, page 479.

Three months delay is so unreasonable that there should be no difficulty in getting judgment.

If the deterioration occurred after the grain had arrived at destination inspection tracks and at elevator unloading tracks no liability would arise for delay in transit if shipper was unable to give directions for unloading. If the railroad company's elevator is full on account of other shippers' failure to have boats in readiness so that the corn can not be unloaded from cars arriving as ordered by shippers the railroad company is liable for the reason that the elevator is under its control and if unable to accept corn it should have declared a timely embargo.

Indiana Landlord's Lien Law.

Grain Dealers Journal: We have a case where the tenant delivered us a small amount of grain. The landlord claims the tenant owed him, and is now expecting us to pay for the grain again, altho he has no chattel mortgage on same, nor were we notified of the landlord's lien. What is the law in this case?—B. I. Holser & Co., Walkerton, Ind.

Ans.: This case is controlled by two sections of the Indiana statutes, one given in this column Mar. 25, and the other as follows:

8070. (7105) Lien of Landlord on Crop—18. In all cases where a tenant agrees to pay, as rent, a part of the crop raised on the leased premises, or rent in kind, or a cash rent, the landlord shall have a lien on the crop raised under such contract for the payment of such rent; which lien, if the tenant refuse or neglect to pay or de-

liver to the landlord such rent when due, may be enforced by sale of such crop, in the same manner as the lien of a chattel mortgage containing a power to sell: Provided, That nothing herein contained shall prohibit the tenant, after notice in writing to the landlord or his agent, from removing from such leased premises his own part of said growing crop, and no more than such part, and from also disposing of same whenever the rent is to be paid in part of the crop raised; but in other cases, he may remove not more than one-half of the crop growing or matured.

The statement in last number that the landlord could not collect on a lien claim was erroneous. Purchasers of crops from a tenant are bound to take notice of the lien given the landlord by statute. So decided in *Kennard v. Harvey*, 80 Ind. 37; *Shelby v. Moore*, 22 App. 371; *Campbell v. Bowen*, 54 N. E. 409.

Does Your Spouting Mix or Leak Grain?

Grain Dealers Journal: We would like to learn from operators of country elevators, in whose plants the grain is spouted direct to elevator boots from bins, the valves for opening such spouts being operated from ground floor, if they have any trouble with the mixing or loss of grain. Such a condition might easily arise, owing to the fact that the operator cannot see directly that the valve is closed and an un-noticed dribble might therefore result.

We would also like to know if any operators have found it profitable or necessary to go to the extra expense of providing valves visible at the ground floor, or turn heads at the valves, so that grain cannot be mixed, as is the practice in terminal houses?

A clear statement of the difficulty experienced in spouting or distributing may materially assist in the solution of this problem. Do not delay, tell the facts now.—I. C. Trouble.

Illinois Grain Dealers Convention Dates Changed.

The dates for the convention of the Illinois Grain Dealers Ass'n have been changed to Friday and Saturday, May 11 and 12, this action being taken at the meeting of the board of directors held at Springfield March 29.

The Board recommended for a favorable report by the Resolutions Committee to the convention, changes in the constitution, increasing the membership of the board to ten instead of seven, and adding the treasurer as an ex-officio member, making, with the president and vice-president, thirteen votes on the board. It was also recommended to create a standing membership committee which would have a general chairman, and a member in each of the ten districts in the state.

A protest against the rule of the American Railway Ass'n whereby cars are ordered to be returned immediately to their owning road upon being unloaded, was ordered to be made by the sec'y.

A protest was also formulated against the 15% horizontal increases proposed by east and west roads going into effect before July 1, because an earlier date would penalize dealers who have been unable to move their grain.

The order of the State Public Utilities Commission making corn preferential freight until May first, was protested, a substitute being proposed that all grain should be made preferential.

Plans for the convention at Springfield were discussed in detail, and the directors are endeavoring to make this convention one of the best yet held.

Mass Meeting on Car Situation.

A Mass Meeting of all grain and allied interests will be held on Monday, Apr. 16, at 10 a. m., at the La Salle Hotel, Chicago, Ill.

Every grain dealer and miller is vitally interested in this meeting, which has been called by President Eikenberry to canvass in all its phases the car situation as it affects the grain interests of the country.

For months the situation in the transportation field has been almost intolerable from the standpoint of the grain shipping interests. President Eikenberry and the other officers of the Association have given much of their time since the Baltimore convention to the car situation. They have filed protests with the Interstate Commerce Commission on the re-consigning charge and on the increase in the demurrage tariffs. They have given their support to the Esch bill, H. R. 20352, which would place in the hands of the Commission the power to distribute cars. They have, in fact, been doing everything possible to help the grain interests through these troublesome times!

And now comes the war with Germany!

President Eikenberry believes the time has come to take counsel with the grain men, independent and cooperative, the millers and the hay men. He has accordingly called a Mass Convention in order to bring the best minds of the trade together to the end that the grain interests of the country shall be properly protected and shall be given their full share of railroad equipment in the movement of the new crops!

Your presence is urgently requested! Come prepared to offer suggestions. Drop your business for one day and lend your assistance to President Eikenberry in his effort to help the trade! **THE TIME HAS ARRIVED WHEN THE GRAIN MEN MUST SHOW AN UNITED FRONT TO THE FEDERAL AUTHORITIES ON THIS TRANSPORTATION MATTER!**

WE ASSURE you we enjoy the Grain Dealers Journal.—Pike Milling Co., Griggsville, Ill.

Illinois will have a department of Weights and Measures if Senate Bill No. 331, which was introduced by Mr. Adam Cliffe, becomes a law. Under the bill, the Dep't of Trade and Commerce will have charge of the inspection. A sealer will be appointed in all cities having over 25,000 inhabitants, and one in all counties, with a minimum salary of \$1,000 per year. Sealers will be required to test all scales in their territory at least once a year. Fees ranging from 20 cents to \$3.50 per scale are provided.

TOLEDO, O.—Patten, Cutten and other big traders announce they have stopped speculating as an act of patriotism. That is right. Speculation performs important, legitimate functions in peace times. With our nation at war speculation in grain is undesirable. Consumers have rights. Government is talking of fixing maximum prices. It is the general good that must be considered, not the profits of a few.—C. A. King & Co.

Coming Conventions.

Apr. 16.—Mass congress of grain trade called by Grain Dealers National Ass'n at Chicago.

Apr. 17, 18.—Western Grain Dealers Ass'n at Des Moines, Ia.

May 11, 12.—Illinois Grain Dealers Ass'n at Springfield, Ill.

May 29, 31.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

June 19, 21.—American Seed Trade Ass'n at Detroit, Mich.

July —.—The Northwestern Grain Dealers Ass'n second week in July in the Yellowstone National Park.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.

FOREIGN REQUIREMENTS of wheat next season are estimated by the French Minister of Agriculture at fully 136,000,000 bus.

THE COMMISSION on Car Service of the American Railway Ass'n has decided to continue the 75 per cent per diem rate during May, altho a number of roads have protested to the commission that such a rate is working a hardship upon them and have asked relief, among them being a com'ite representing the Short Line Railroad Ass'n of the South, E. J. Pearson, vice-pres. of the New York, New Haven & Hartford, and F. H. Alfred, general manager of the Pere Marquette.



Deserting the Cities.

If you have a kindness shown,
 Praise it on.
 'Twas not meant for you alone,
 Praise it on.
 Let it travel down the years,
 Let it wipe another's tears,
 'Till in heaven the deed appears,
 Praise it on.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Will Help to Increase the Acreage.

Grain Dealers Journal: I shall forward a circular letter to each member of our Association, asking that every local agent throughout the country be instructed to use every endeavor to increase the grain acreage this coming spring and also to offer his services in obtaining good seed and plenty of it. This is in direct line with what the government is doing toward increasing the production of foodstuffs for the coming year. The main office will outline the methods of work to the country agents so as to attain these ends in the best manner.

It is the purpose of this Association at the present time to do all it can within its territory toward the increase of the acreage in grain and to aid in furnishing good and sufficient seeds.—Yours truly, R. E. Jones, Pres. Minn. Country Grain Dealers Ass'n, Wabasha, Minn.

"Grain Dealers Must Store for All."

Grain Dealers Journal: There can be no question about the law being as I stated it in my address at Fargo, but the only complaint that was ever made regarding this law was that the rates of storage are too low and its constitutionality was contested to the United States Supreme Court for this reason alone. But as a great many elevators do not charge storage, it cannot be said that the rates work a hardship. As a practical proposition you must know that 99% of the grain deposited is purchased by the warehouseman sooner or later, the only exceptions being where, in infrequent instances, the farmer gets some of it back for seed, and where, in still more infrequent instances, the depositor quarrels with the elevator man and demands the grain back for spite.

You must also know that the accumulation of stored grain never prevents the warehouseman from shipping out just as fast as he can get cars; the only effect of the issuance of storage tickets being that the farmer can wait till the price gets right before he elects to say that he has sold his grain. The warehouseman protects himself against the price going up, which he will ultimately have to pay the depositor, by hedging, and all is lovely. The warehouseman with 40,000 bus. capacity may have 200,000 bus. in store, and collect storage for it long after it is ground into flour. All the elevators admit that there would be a substantial profit in storing grain at the maximum rates permitted, notwithstanding insurance, cost of hedging, etc., if competition would only permit them to charge storage.

The United States Supreme Court decision I referred to in my Fargo address was properly cited to 14 Sup. Ct. Rep. 856, which is a West publication. The official citation is 153 U. S. 391. The entire situation is covered there in so comprehensive a manner that I could add nothing to it. The decision contains the language I quoted, and its meaning is plain, to wit: that the law does not require the owner of a warehouse, built and used by him only to store his own grain (that is, grain raised by him and not grain bought by him for purpose of sale) to receive and store the grain of others, but when he goes into the elevator business as defined by the statutes then he is a public warehouseman and must take grain of others in store. Brass claimed in this case that his principal business was storing his own grain, and that the storing of grain for others was a mere incident, and the U. S. Supreme Court said a person accused of selling liquor without a license might as well urge that the larger part of his liquors was designed for his own consumption, and that he only sold the surplus as a mere incident.—W. H. Stutsman, Mandan, N. D.

Paid for Stored Grain a Second Time.

Grain Dealers Journal: Regarding the liability of the commission man or receiver of grain shipped from country elevators against which storage tickets have been issued, would say that for some twenty years, the laws of Minnesota were such that in case stored grain was shipped from a country elevator, and the country elevator became unable to pay for it, that is, became bankrupt, the holders of the tickets could take the last grain shipped from the elevator, or could sue and recover from the first converters of same. This is simply an elaboration of the old common law that a man could recover stolen property wherever he found it, if he could identify it. This Minnesota statute made it unnecessary to identify if it could be shown that the grain was put in one general mass.

The writer was engaged in the receiving business here some twenty years ago, and at that time received, with others, a quantity of wheat shipped by a country elevator operator in Minnesota who became bankrupt. The holders of the warehouse receipts, or elevator tickets, combined and brought action against the first converters. That is, against the mills who had bought the grain. The mills notified the receivers to defend, because the receivers had by implication guaranteed title when they sold it.

At that time I took the ground for the receivers that the commission men who advertised as such were not legally liable, that they had not by implication, or otherwise, guaranteed title, and proposed that the loss be shared between the receivers and the mills, and other parties who had bought grain from the receivers. This phase of the matter was never tried out, because the receivers did not think it good policy to deny that they had guaranteed title to anything they sold on our Exchange. I was delegated to settle the matter in behalf of the receivers and others interested, and with the others paid for the sufficient quantity of the last grain that was shipped from the elevator to cover these warehouse receipts.

I am not familiar with the law in North Dakota. I judge from the circular you enclose that the same laws are in effect there.

In regard to the case I have just referred to, in which I was interested. The elevator operator had become bankrupt, and had absconded. Prior to that a great many similar cases had happened in our state. I raised a fund among the commission men and others here for the purpose of effecting the man's arrest, and prosecution and conviction. He was arrested in New York, and brought back and tried in Meeker county, where his elevator was located. We furnished a lawyer to assist the county attorney of Meeker county in the prosecution, had him indicted for embezzlement, and tried and sent to the penitentiary for two years, and he died in the penitentiary.

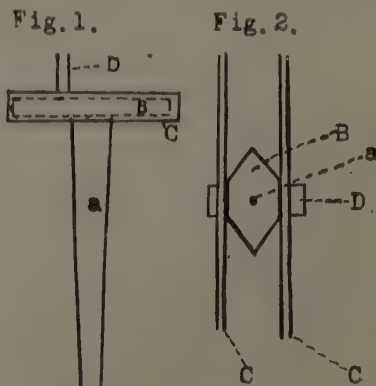
It was a rather salutary lesson to the country elevator operators throughout the state, and I have not heard of a similar case in the state of Minnesota since, although there may have been, because I have not been in the receiving business very actively for a number of years. I think the law is a bad one, and that the burden of knowing the reliability of the elevator dealer should be put on the local people who are doing business with him, rather than on the people he may be consigning the grain to in the terminal market.—Very truly, Cereal Grading Co., by W. T. Fraser, Manager.

Bin Signaling Device For Terminal Elevators.

Grain Dealers Journal: The bin-signaling device shown in the drawings, in the Mar. 10, 1917, number, may help country elevators especially from getting a mix-up on grain on account of the distributing spout being over the wrong hole or between two holes. This device operates automatically so that all that is necessary is to press the button, located conveniently on the working floor, to determine whether or not the distributing spout is over the right bin.

This device may also be arranged for terminal elevators by putting a trolley on the tripper. Appended is a drawing showing this application, in which a is the trolley, a 2"x1" wood piece extending up from the tripper; B is another wood piece, pointed at both ends, and having copper strips on the sides, with wires connecting the pieces of copper. CC are copper plates set opposite each bin hole or tank hole, so that B slides in between them, completing the circuit. Wires go from CC to the battery and to the light bulb board, being wired up the same as the apparatus for country elevators.

If any of the elevator operators would like to install one of these devices I would



Bin Signaling Device.

be only too glad to have them write me, and I will be pleased to help them out in any way I can by correspondence.—Yours very truly, W. A. Clark, Barber, Mont.

Did You Ever Lose the Weight of a Load of Grain, and Yet Find It?

Grain Dealers' Journal: The writer experienced a peculiar loss of a load of corn. We were receiving shelled corn from 4 different shellers one day, and there were 15 to 20 different haulers from each sheller. Of course we were kept very busy. Several teams, both loads and empties, would be waiting to be weighed and dumped most of the time. At this station a system had been established to give a ticket for the load to the hauler. Each load ticket carried a number as well as the name of the owner of the grain to correspond with the same number and owner of the grain on the scale book, thus a double check that each farmer would get credit for his own loads and weights.

Generally there is a slack period following the last load of the first trip of each sheller, occasioned by an insufficient number of teams to keep the sheller busy. This happened to be the case in this instance all at the same time; consequently, we were waiting for loads, so I took a glance over my scale book to see if everyone had weighed back, and I found all had except one. After waiting a reasonable time for him to return, I thought perhaps an accident had occurred, and as my curiosity was aroused I started for the elevator to investigate. On my way I saw the helper sitting on the railing of the bridge.

Well, to be sure, this did not clear the matter, so I went into the elevator to satisfy myself that no one was to weigh back. Not finding anyone there, I knew something was wrong. The question arose did I make a mistake? Did I fail to record the weight of one empty wagon? A glance over the scale desk disclosed a ticket with the gross and no tare weight, so I felt sure I had not erred, but the puzzle still remained unsettled. I had the gross weight only on my scale book and on the corresponding ticket, but no one to weigh back.

One of my highest ambitions was to make no errors especially on the scale, and in recording weights, so I followed a system to put the weight down on the scale book first of all. I have seen buyers put it on the scale ticket first, and forget to put it in the scale book, then awake to the fact that the man had gone with the weight, ticket and all. What was buyer to do? To guess the weight was difficult. To ask the hauler would expose negligence, and create in the hauler's mind and all others to whom he might relate the incident that you were either careless or incapable, and not to be trusted to weigh their grain. The community would lose confidence in you, and when this state of affairs exists it is hard to get it into their heads that you are worthy of the position as a weigher.

I simply could not determine how error came about, and as the haulers began to come on their second trip I thought the best plan for me was safety first. I decided to let the owner of the corn check me up, so I erased the load from the scale book and put the ticket with the gross only into the safe. As the day wore on most of the shellers finished.

I happened to be standing in the door when I saw one hauler attempt to drive

away without weighing his empty wagon, so I hailed him to weigh. This explained the error to my satisfaction. If he would do this on the second trip, he undoubtedly did it on the first. As this hauler was a new one in the community, I did not say anything to him or others about it.

The next day the farmer came in to settle, and about the first question he asked was, How many loads I had down for him. I told him, and he said his count was one more, and that he had all of his tickets except one. He said one hauler, which happened to be his own team and hired man, had no ticket for one of the two loads that he hauled, so it was an easy matter for me to decide that no error had been made on my part, and to whom the load belonged. "The sequel," the duplicate scale ticket.—J. A. Eyer, Mendota, Ill.

Receivers Must Protect Buyers Against Paying Twice for Grain.

Grain Dealers' Journal: Mr. Stutsman comments on the storage laws of North Dakota I think very fairly. I don't know but what it is a good law. The law should have the effect of the miller buying only from those who are financially responsible, so that in case a miller is called on to pay for grain the second time he can go back to the man from whom he bought it and get his money. It would prevent the commission man or anyone selling a carload of grain from anyone until they knew absolutely, or wished to take their own chances in selling that which did not belong to the seller. If business was conducted on that basis it might congest terminals, but it would protect the handler of the grain by the law as it stands.—Yours truly, C. A. Magnuson, Pres. N.-W. Elvtr. Co., Minneapolis, Minn.

Bill to Oust Iowa Wire Houses.

A bill, H. F. No. 523, has been introduced in the Iowa legislature by Lake, to repeal and enact a substitute for the bucket shop section of the code of 1913, with the purpose to prevent grain commission firms from transacting their business over private wires.

Sec. 3 defines three classes of future contracts. The third definition includes contracts for future delivery on a board of trade the rules of which permit the settlement of contracts by the delivery of different grades at a fixed discount, but excludes contracts which are settled on the actual price for spot delivery.

Altho contracts for future delivery are made unlawful, an exemption is granted to the person who wishes to make a hedging transaction and himself delivers the message to the telegraph or telephone company, as provided in Sec. 7.

Sec. 9 provides that the defendant shall be deemed guilty unless he can prove himself innocent of intention to trade without making delivery.

Sec. 11 provides that no person may refuse to testify on the ground that he might incriminate himself.

THE APPEAL of Bunge & Co., London, against a decision of Justice Scrutton and the Court of Appeal, allowing certain particulars of justification in the action for slander against Hugh Rathbone, partner in the firm of Ross T. Smyth & Co., grain merchants, Liverpool, was recently heard in the House of Lords. Rathbone is said to have alleged appellant despatched grain from South America with the intention that they should reach Germany.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Wabash 66910 was set out at Starnum, Ill., Apr. 8, leaking white corn at drawbar. Section men made repairs.—Harry Tjardes.

C. M. & St. P. 72010 set out at Gladstone, Ia., Apr. 5, with a hot box, otherwise apparently O. K.; but when picked up Apr. 8 yellow corn was leaking badly at the drawbar.—M. C. Rucker, Gladstone, Ia.

N. Y. C. 238147 passed thru Lima, Ind., Mar. 31, eastbound, on Clover Leaf R. R., leaking wheat from side door.—Geo. W. Routh, mgr. Lima Co-operative Grain Co.

A. T. & S. F. 41782 passed thru Checotah, Okla., Mar. 30, leaking wheat badly at side door.—Checotah Mill & Elevtr. Co.

C. & A. 16535 was wrecked on C. & A. R. R. near Ocoya sta., Mar. 29. Car was torn to splinters and yellow corn was gathered up by railroad crew and sent forward. Loss was very large.—W. T. Hamilton, mgr. J. A. McCreary & Sons.

M. & O. 8288 was set out at Vermont, Ill., Mar. 28, leaking oats badly over drawbar. Car was repaired at this point. Under & Co.

C. M. & St. P. 76694 was set out at Bayard, Ia., Mar. 27, leaking grain at side door. Repairs made by section men.—J. N. Loeft, mgr. Farmers Elevtr. Co.

I. C. 46712 passed thru Laura, O., Mar. 27, leaking shelled corn. Car was eastbound on P. & O. division of Big Four.—A. B. Jones, mgr. Henderson & Coppock.

K. C. S. 11877 passed thru Buffalo, Ill., Mar. 26, eastbound, on Wabash R. R., leaking wheat at side door.—Lloyd W. Young, of E. B. Conover, Inc.

N. & W. 23274 passed thru Denton, Neb., Mar. 26, leaking wheat over and still above drawbar.—C. W. Ogden, of E. B. Huntley, Omaha, Neb.

Southern 14000 passed thru Abey, Ill., Mar. 19, leaking oats under grain door. G. B. Willis.

M. C. 27804 loaded with wheat, sprung a leak in bottom of car, some place west of Byron, Ill. It was transferred Mar. 16 to C. G. W. 25728. Quite a little wheat had leaked out.—Farmers Grain Co., per L. D. Marshall, mgr.

T. & N. O. 34905 was set in our house track at Stella, Neb., Mar. 10, routed out of Omaha, Mar. 8, for Tonganoxie, Kan. Car showed some leakage of corn at door post.—J. A. Moyer.

C. & N. W. 67586, which was sidetracked at Ashton, Ill., Mar. 7, leaking wheat, was transferred to C. I. & W. 456 before Mar. 20.—L. J. & R. W. Jeter.

Soo 103054 passed thru Sawyer, N. D., Mar. 20, leaking oats at side door.—Chas. Sweet, agt. Minnesota Elevtr. Co.

N. Y. C. & H. R. 239615 was set out at Agosta, O., Mar. 14, leaking mixed corn very badly at grain door. Both doorposts were out of socket. Will have to be transferred. Still here on Mar. 20.—C. O. Barnhouse.

T. S. E. 1008 passed thru Elgin, Ill., Mar. 20, southbound, on I. C., leaking yellow shelled corn at drawbar. Station agt. was notified in time to report to train crew at next station.—G. B. Connard & Co.

Frisco 36329 passed thru Wolcott, Ind., Mar. 22, eastbound, on P. C. C. & St. L., leaking a large stream of oats between drawbar and rear trucks.—E. O. Mohr, house man Farmers Co-operative Co.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Morrison, Ill., Apr. 2.—Large acreage of winter wheat here.—Renkes Bros.

Egan, Ill., Apr. 7.—Oat seeding in this locality just beginning as farmers have held back because of cold, wet weather. New grass seeding mostly killed out, which will mean added acreage of corn and oats over last year. No winter wheat in this locality.—M. C. Simpson, agt. H. A. Hillmer Co.

Springfield, Ill., Apr. 1.—The average condition of Illinois winter wheat is 65% of normal. In the northern part of state, the crop is given as 71%, the central part 59%, and the southern part 67%. Wheat fields abandoned will be plowed up and planted to corn and oats. An increase of 18% in corn area and 19% in oats is expected.—Quarterly Crop Bulletin, State Board of Agriculture.

INDIANA.

Evansville, Ind., Apr. 3.—Many wheat fields are being plowed up and will be planted in oats and corn; cold weather of January and February greatly damaged wheat in some sections.—C.

KANSAS.

Derby, Kan., Mar. 26.—New crop of wheat coming on in good shape.—W. S. Baxter.

Utica, Kan., Apr. 3.—Very dry in this section; wheat not showing up good; looks like a very short crop here for coming year.—J. E. Peters, mgr. Stevens-Scott Grain Co.

Ellsworth, Kan., Mar. 30.—Crop prospects in this territory exceedingly bad; think the worst that we have ever seen; in driving over the country do not think that there is more than one field in ten that will amount to anything. It is not a question of moisture or weather, it is a question of there being absolutely no wheat there to grow.—Ellsworth Mill & Elevator Co.

Meade, Kan., Apr. 2.—This part of Kansas will be rather "slim pickings" for any one connected with the grain trade this spring and summer. It does not seem that conditions are getting any better; believe they are getting worse. Half the acreage (at least) in this section has been or will be abandoned; can not see how it is possible for any wheat to remain alive. Moreover, I think that we must have a good rain within 2 weeks and ideal conditions thereafter to enable this territory to return the seed that was put into the ground last fall.—H. L.

MICHIGAN.

Lansing, Mich., Apr. 5.—Wheat condition on Apr. 1 was 82 in the state. Reports from 228 correspondents say wheat did not suffer injury from any cause during March, 1916 say it did. The injury reports come from the central and southern part of the state only. The average condition of rye is 86, with average in the central counties 86, southern 81, northern 95, and upper peninsula 99, compared to a general state average last year of 84.—Coleman C. Vaughan, sec'y of state.

MISSOURI.

Columbia, Mo., Apr. 7.—Correspondents estimate present condition of wheat at 59.6% as compared with a 15-year average of 85.4%, but many state it is too early to report accurately. The abandoned acreage is hard to determine, but many fields have been put to oats or will go to corn or other crops. There is a probability that rain and favorable conditions will yet come out in fair shape. Correspondents estimate that

47% of corn ground has been plowed, compared with 35% one year ago. About 62% of the reports show a scarcity of seed, 38% show a sufficient supply. Oats has started off in fine shape, with 95% of the crop being estimated in the ground, against 70% Apr. 1, 1916, and a 14 year average of 49%. Reports indicate an increased acreage in all sections except the southeast. The 1916 crop was grown on 1,073,000 acres.—W. L. Nelson, ass't sec'y State Board of Agriculture.

NEBRASKA.

Marquette, Neb., Apr. 2.—Wheat mostly all dead according to reports of farmers; I have 40 acres dead; dry as a board in this country.—E. G. Raymers.

Bee, Neb., Mar. 29.—Fall wheat here is total failure; only slightly replaced by spring wheat, not to exceed 5% of fall crop.—F. A. Engler, of Bee Elevator Co.

Grafton, Neb., Mar. 27.—About 75% of all wheat acreage between Hastings and Lincoln will be abandoned; many farmers sowing fields to oats now.—C. W. Ogden.

Sweetwater, Neb., Apr. 6.—The winter wheat crop in this section is in very bad condition; most of fields are all killed by the severe winter cold snaps and lack of moisture.—Highland & Son.

Rosalie, Neb., Mar. 23.—No work done on farms; have had good snows and rains, and the ground is in fine condition for seeding. Farmers are getting oats and barley fanned and screened in shape for sowing.—Farmers Grain Co., G. V. Patrick, mgr.

Bellwood, Neb., April 3.—Between 80 and 90% of the winter wheat around here is winter killed and spring wheat is being sown. Some pretty good wheat is in the southwest and southeast part of the state, and about a 30 to 35% crop of winter wheat will be made.—A. Yanike.

Omaha, Neb., Mar. 30.—Nebraska fields which have been winter killed will be replanted with spring wheat, and a committee has been appointed by the Omaha Grain Exchange to buy the seed. Minneapolis shipped 5 cars of spring wheat to Nebraska points for seed, on March 29.—C.

OHIO.

Sidney, O., Mar. 28.—Wheat looks unusually well in this territory; acreage about the average; considerable plowing is being done for corn and oats.—E. T. Custenbender & Co.

Columbus, O., Apr. 1.—Wheat condition has improved 8 points to 80% compared with 72% on Mar. 1. Corn in the crib shows a condition of 94% and 8% of the crop still remains unhusked in the field. About 12% of it is damaged. Winter barley shows a condition of 95% and rye a condition of 83%.—G. A. Stauffer, sec'y State Board of Agriculture.

OKLAHOMA.

Allene, Okla., Apr. 2.—Condition of wheat fair; need rain.—C. A. Boles, of Hanna-Mansfield Grain Co.

Frederick, Okla., Apr. 7.—We are suffering for rain; wheat has about passed out;

some has been plowed up, and prospects are very bad in southwest Oklahoma.—E. O. Billingslea Grain Co.

Checotah, Okla., Mar. 30.—No rain for weeks, and very windy. Never saw the country so badly in need of rain at this time of year; corn all planted and coming up; oats are not a good stand on account of drouth.—Checotah Mill & Elevator Co.

Oklahoma City, Okla., Apr. 1.—Wheat has growing condition of 76%, an increase over the condition of one month ago of 3%, and 9% increase over same date in 1916. Cimarron, Texas, Beaver, Harper, Woodward, and Ellis Counties in extreme northwest part of state have growing condition of only 60% compared with 72% in 1916 and 81% in 1915. Remaining counties of wheat belt are in good condition. Oats growing condition is 81%, which is 6% better than one year ago. The acreage to be planted to corn shows an increase of 3% over last year's acreage.—Frank M. Gault, pres. State Board of Agriculture.

OREGON.

Portland, Ore., Mar. 24.—Winter wheat acreage in Washington, Oregon and Idaho is estimated at 2,140,000 acres, compared to 2,132,000 acres in 1916. Small gains are made in Idaho and Oregon with 790,000 and 350,000 acres respectively, but Washington remains about the same with 1,000,000 acres. Loss in winter wheat acreage was far greater than last year, but the ground is in the best condition known in years and indications are for greater planting of spring wheat than a year ago. Reports indicate the wheat in better condition than usual. The ground is full of moisture. The greatest amount of killing occurred in districts that usually produce the heaviest crops. On the basis of average condition for the last 10 years, the present showing in Oregon is 103%, Washington 102%, and Idaho 103%.—D.

SOUTH DAKOTA.

Canova, S. D., Mar. 30.—Short crop last season; had no corn at all; small grain was not over 40% of crop.—W. J. Reynolds, agt J. J. Mullaney.

Dolton, S. D., Mar. 30.—On account of black rust and a dry summer quality and quantity of grain was poor in this community.—D. J. Graber, agt. Farmers Land Loan & Grain Co.

TEXAS.

Lubbock, Tex., Apr. 4.—The Panhandle needs rain very badly just now for wheat and oats.—Lubbock Grain & Coal Co.

Munday, Tex., Apr. 3.—Very dry here; unless we have rain in next 14 days wheat crop will be damaged very materially.—C. L. Ludwig, Munday Mill & Elevator Co.

GRAIN SHOVELERS at Buffalo are granted a substantial increase in wages under the terms of a working agreement for 1917 which was recently accepted by the Grain Shovelers' Union.

Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Mar. 26	Mar. 27	Mar. 28	Mar. 29	Mar. 30	Mar. 31	Apr. 1	Apr. 2	Apr. 3	Apr. 4	Apr. 5	Apr. 6	Apr. 7
Chicago	190 1/2	194	194 1/2	197 1/2	195 1/2	195	199 3/4	201 1/2	205 1/2	212	208 3/4		
Minneapolis	186 1/2	190 3/4	190 1/2	192 1/2	191 1/2	193	195	198	197 1/2	200 1/2	210 1/2	205	
Duluth	187 1/2	191 1/4	190 1/2	193 1/2	192 1/2	193	195 1/2	198	197 1/2	201 1/2	211 1/2	204 1/2	
Omaha	190 1/2	194 1/2	194 1/2	198	196 1/2	196 1/2	201 1/2	203 1/2	207 1/2	214 1/2	209		
St. Louis	191 1/2	194 1/2	195 1/2	198 1/2	196 1/2	196 1/2	200 1/2	204 1/2	213 1/2	220 1/2	219		
Kansas City	189 1/2	192 1/2	192 1/2	195 1/2	194 1/2	193 1/2	196 1/2	200 1/2	206	215	208 3/4		
Milwaukee	190 1/2	194 1/2	194 1/2	198	195 1/2	195 1/2	199 1/2	202	206	212 1/2	207		
Toledo	205 1/2	207 1/2	207 1/2	210 1/2	207 1/2	208	211 1/2	215 1/2	220 1/2	228	223 1/2		
*Baltimore		212	214	219	216 1/2	216 1/2	220 1/2	224	227	236 1/2	231		
Winnipeg	187 1/2	190 1/2	190 1/2	191 1/2	190 1/2	191	193 1/2	195 1/2	198 1/2	199 1/2	209 1/2	206 1/2	

MAY CORN.

	Mar. 26	Mar. 27	Mar. 28	Mar. 29	Mar. 30	Mar. 31	Apr. 1	Apr. 2	Apr. 3	Apr. 4	Apr. 5	Apr. 6	Apr. 7
Chicago	115 1/2	117 1/2	117 1/2	119	118 1/2	118 1/2	122	125 1/2	127	131 1/2	126 1/2		
Kansas City	114 1/2	115 1/2	116	117 1/2	117 1/2	117 1/2	120 1/2	124 1/2	127 1/2	133 1/2	129		
St. Louis	116 1/2	117 1/2	117 1/2	119 1/2	119 1/2	119 1/2	122 1/2	126 1/2	129 1/2	134 1/2	129 1/2		
Omaha	113 1/2	114 1/2	114 1/2	116 1/2	116 1/2	117	119 1/2	122 1/2	125	130 1/2	124 1/2		

*No. 2 Red Western.

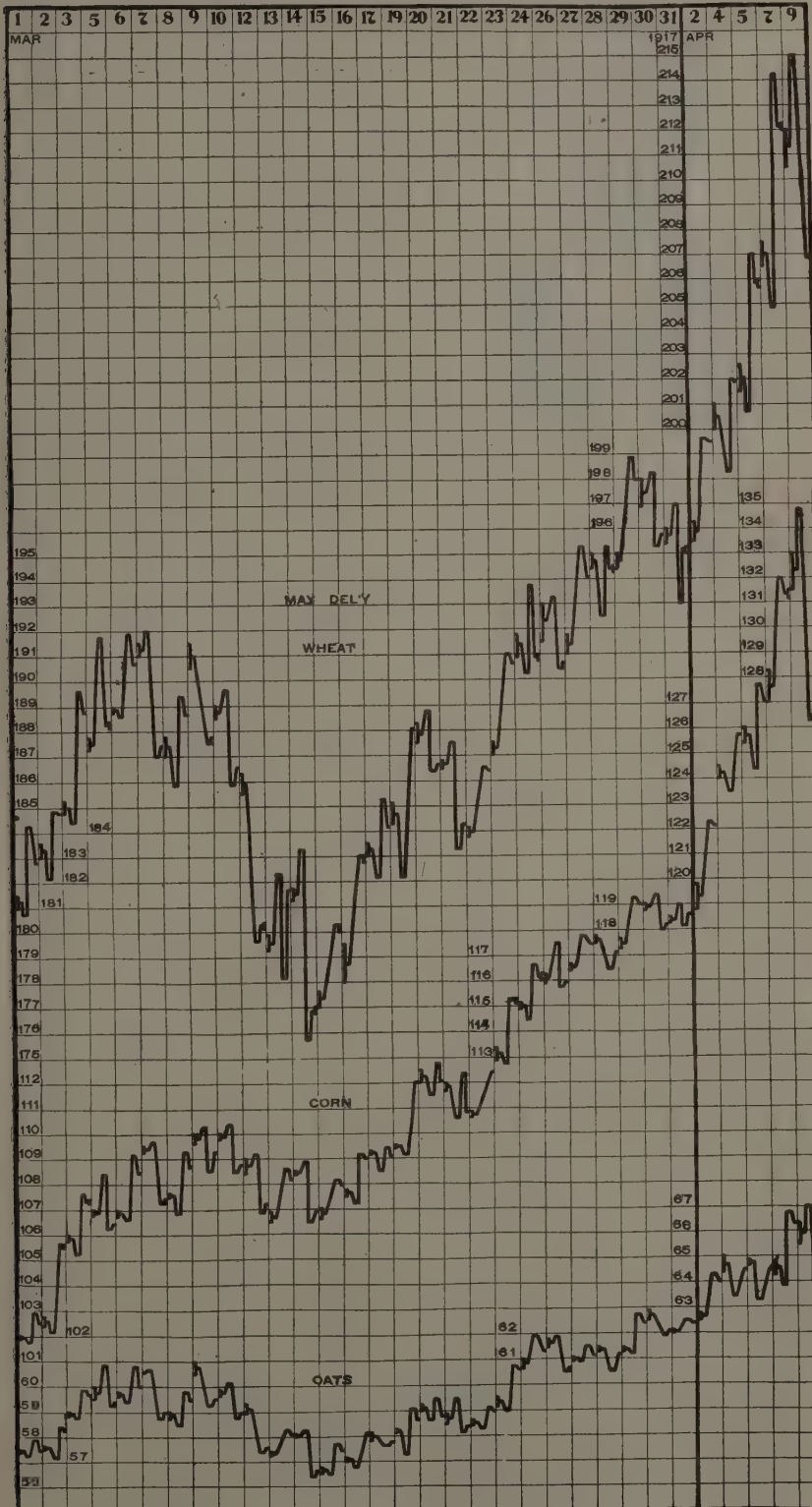
Claims Against Rock Island Railway.

All claims originating against the Rock Island Railroad before it went into the hands of a receiver April 20, 1915, which were not filed for hearing and determination on or before 12 o'clock April

10, 1917, are null and void. An order to this effect was entered on Feb. 24th by the United States District Court.

All claims originating against the company since it went into the hands of a receiver, i. e., April 20, 1915, will be taken care of in the usual manner.

Opening, High, Low and Close at Chicago since March 1.



Government Crop Report.

Washington, D. C., Apr. 7.—The Crop Reporting Board of the Bureau of Crop Estimates, U. S. Dep't of Agriculture, estimates the average condition of winter wheat on April 1 as 63.4% normal, against 78.3 one year ago, and a ten year average of 86.2. Basing the assumption on average abandonment of acreage and average influences on the crop to harvest, conditions April 1 forecasts a production of 430,000,000 bus. compared to 481,744,000 bus., the estimated production in 1916 and 673,947,000 bus. in 1915.

Rye average condition on April 1 was 86%, compared to 87.8 a year ago and a ten year average of 89.6. Estimated production is 60,000,000 bus.; compared to last year's 47,383,000 bus. and for the 5 years preceding 1915 an average of 37,568,000 bus.

Comparisons for winter wheat and rye states follow:

	WINTER WHEAT			RYE		
	Condition —Apr. 1— 1917. pct.	10-yr. av. pct.		Condition —Apr. 1— 1917. pct.	10-yr. av. pct.	
Vt. ....	..	..	96	..	..	96
Mass. ....	..	..	96	..	..	97
Conn. ....	..	..	90	..	..	96
N. Y.	79	91	90	86	84	94
N. J.	84	90	89	87	90	90
Penn.	80	87	88	85	89	89
Del.	80	82	90	85	87	87
Md.	80	83	89	84	86	86
Va.	83	90	91	84	90	90
W. Va.	82	86	88	84	89	89
N. C.	79	91	91	83	91	91
S. C.	76	87	88	83	87	87
Ga.	64	92	89	79	93	93
O.	80	66	80	84	74	74
Ind.	65	58	81	79	76	76
Ill.	60	57	82	82	83	83
Mich.	80	77	84	86	84	84
Wis.	93	86	88	95	90	90
Minn.	86	85	..	89	89	89
Ia.	57	75	88	80	86	86
Mo.	62	66	85	73	78	78
N. D.	82	89	..	89	86	86
S. D.	35	88	90	73	93	93
Neb.	45	80	86	63	85	85
Kan.	65	85	87	80	90	90
Ky.	50	90	90	61	89	89
Tenn.	68	89	90	75	85	85
Ala.	71	92	89	..	..	..
Miss.	75	62	80	60	70	70
Tex.	74	79	84	75	85	85
Okla.	75	84	88	82	89	89
Ark.	93	85	93	96	93	93
Mont.	85	94	95	90	96	96
Wyo.	85	85	92	86	85	85
Col.	80	90	92	..	..	..
N. M.	88	97	96	..	..	..
Ariz.	93	98	95	96	98	98
Utah	92	97	99	..	..	..
Nev.	90	94	96	92	95	95
Ida.	70	85	94	86	92	92
Wash.	84	95	96	94	99	99
Ore.	83	92	88	90	99	99
Cal.	63.4	78.3	86.2	86.0	87.8	87.8

A FOOD COMMISSION bill has been introduced by Mr. Kelly of Pennsylvania to create a United States Food Commission consisting of the Sec'y of Agriculture, the Sec'y of Commerce and the Sec'y of Labor. Section 2 of the bill provides "That said commission shall prepare and recommend legislation to enable the government of the United States, or some governmental agency, to regulate the transportation, exportation, marketing, preservation, and distribution of food, and to acquire and control all such buildings, warehouses, storage houses, granaries, abattoirs, and each and every thing or things incidental to or connected with or necessary to the exercise by the government of complete control over the supply and distribution of food."

Our Callers

Enrique Diaz Conti, Mexico City, Mexico.
A. F. Conrad, mgr. Farmers Elev. Co.,
Ocoya sta. (Pontiac p. o.), Ill.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Joliet, Ill., Apr. 3.—Our elevr. is full; cars scarce.—Joliet Grain Co.

Morrison, Ill., Apr. 2.—Practically no grain left in farmers hands.—Ranken Bros.

INDIANA.

Evansville, Ind., Mar. 27.—Corn raisers are unable to market their crops owing to high water that surrounds their cribs; no loss has been sustained as yet on account of the flood.—Wm. Itum, official government forecaster.

IOWA.

Cedar Rapids, Ia., Mar. 28.—Less corn left in state than ever before at this season of year.—King-Wilder Grain Co.

KANSAS.

Derby, Kan., Mar. 28.—Not much corn in farmers hands yet; some wheat. The new crop of wheat is coming in in good shape. W. S. Buxter.

MICHIGAN.

Lansing, Mich., Apr. 5.—The total number of bus. of wheat marketed by farmers to 85 flour mills, 70 elevrs. and grain dealers for March was 198,327. The estimated number of bus. of wheat marketed in the 8 months August-March is 7,000,000. Sixty-five mills, elevrs. and grain dealers report no wheat marketed in March.—Coleman C. Vaughan, sec'y of state.

NEBRASKA.

Hellwood, Neb., Apr. 2.—A shortage of cars still exists here with the elevrs. full of grain and about 15% of the old wheat still in the country.—A. Yanlike.

OHIO.

Columbus, O., Apr. 1.—About 10% of the 1916 crop still in producers hands.—G. A. Stauffer, sec'y State Board of Agriculture.

OKLAHOMA.

Oklahoma City, Okla., Apr. 1.—Farmers have on hand from 1916 crop 17% of corn, 3% of wheat and 9% of oats, having consumed or marketed since last report 10% of corn, 2% of wheat, and 9% of oats. Large quantities of seed oats have been shipped into northern counties where the crop was damaged by green bug last year.—Frank M. Gault, pres., State Board of Agriculture.

SOUTH DAKOTA.

Draper, S. D., Mar. 29.—We handled 19,000 bus. of grain since August.—John A. Stolt & Son.

Dell Rapids, S. D., Mar. 30.—Have shipped 50,000 bus. of oats, 12,000 bus. of barley and 8,000 bus. of corn so far this season.—A. B. Gilllette.

Elrod, S. D., Mar. 30.—Only shipped out about 15,000 bus. of wheat and 15,000 bus. of barley account poor crop, compared with an average of 200,000 bus. of grain from this station.—B.

Thiort, S. D., Apr. 2.—This station shipped in 1916 43 cars of wheat, 10 cars of oats and 8 cars of corn, compared with an average of 80,000 bus. of wheat, 10,000 bus. of oats and 120,000 bus. of corn.—N.

Dalton, S. D., Mar. 30.—Only about 140,000 bus. of grain handled by the 3 elevrs. here, but as prices were steadily advancing there was a little profit on wheat we handled.—D. J. Graber, agt. Farmers Land, Loan & Grain Co.

I CAN NOT keep house without the Grain Dealers Journal.—W. E. Proctor, Gibson City, Ill.

William A. Worth Dead.

William A. Worth, senior partner in the Worth Gyles Grain Co., died of anemia at his home in Pontiac, Ill., on March 25. Born near Odell, Ill., on March 27, 1865, he entered the grain business at the age of 17, and held positions with a number of companies. He



W. A. Worth, Pontiac, Ill., Deceased.

was for a time manager of the Ocuya Farmers Elevator Co., at Ocuya, Ill.

Later he was associated with Logan & Bryan at Chicago, where he was a member of the Board of Trade. Later he transferred his connections to the Beach-Wickham Grain Co. The Worth-Gyles Grain Co., with whom he was associated at the time of his death, operates offices at Pontiac and Bloomington, and for a time had branches at Joliet and Champaign.

THE WHEAT purchasing commission of the allied governments have found the future trading system of the American grain exchanges of great value in facilitating the accumulation and movement of great quantities of grain at a reasonable price. The practice of the British buying agent is to buy the May delivery at Chicago and later to exchange the May for an equal number of bushels of cash wheat as needed. Much of the May so bot has been exchanged out, the Wheat Export Co., of New York, the allies' agent on Apr. 5 wiring Jos. Griffin that it had only 220,000 bus. bot for May delivery. The allied buyers have gone heavily into purchases of July wheat at the attractive discount, not with the idea of demanding delivery, which has not been their practice, but to later exchange for the cash commodity.

Helpful Hints for Corn Shippers.

The Department of Agriculture has issued a large poster which contains pertinent suggestions which will be of help to every corn shipper who heeds them. Read them carefully and think them over.

GET HIGH GRADES FOR YOUR CORN!

Avoid expensive delays by handling and loading your grain properly. Licensed inspectors can not with safety issue certificates of grade on interstate or foreign shipments of shelled corn unless the conditions permit them to determine the true grade of the grain. If the car is loaded too full, or if the grain is not uniform as to color, moisture content, damaged, foreign material, etc., it will be difficult for the inspectors to secure representative samples; the car may even have to be partially unloaded before the inspection can be completed. This may take several days.

HOW YOU CAN AID INSPECTORS AND FACILITATE GRADING.

1. Carefully classify grain received. This should be done by quality, condition and color.
2. Reserve at least one bin for loading purposes. This is in order that corn can be "run" cleaned, conditioned, and mixed.
3. Clean the grain before loading. This helps to insure a high commercial grade and tends to prevent deterioration in transit.
4. Clean the car thoroughly before loading. Such matter as coal, fertilizer, etc., on the floor of a loaded car often results in otherwise good grain being graded as "sample" or other low grade.
5. Carefully cooper cars and watch for leaky roofs.
6. Don't mix in other colors when shipping grain of a given color.
7. Leave at least 30 inches of space between grain and roof of car. Load the grain uniformly and then level it down. If the proper space is not left between the top line of the grain and the roof of the car, a representative sample of the grain cannot be secured.
8. Avoid concentrating dirt, broken grain and meal. If such materials accumulate near the doors or otherwise, distribute it by hand shoveling.
9. Take a representative sample of the loaded grain. This should be done by probing in at least five different places with a 60-inch trier. The sample should be tested for every factor to determine what grade the grain inspector may be expected to place upon the lot.

THE MILLERS' EXCHANGE, Kansas City, Mo., has been actively writing sales insurance for five months, and in that period has handled more than 100 cancellations or repudiations of flour contracts and settled more than two-thirds of these without loss to the mill or to the Exchange. The first annual report showed a net surplus in the treasury of more than \$18,000, and 51 mills associated with the Exchange. All of the old officers were re-elected at the annual meeting. G. G. Sahlberg is chairman of the advisory com'te; A. J. Hunt, vice-chairman; H. Dittmer, sec'y; J. B. Hupp, treas., and Charles F. Rock, attorney-in-fact.

Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916.	1915.	1917.	1916.	1917.	1916.
July 1, to Dec. 30.	153,976,000	164,304,000	22,912,000	9,686,879	60,408,000	39,467,000
	1917.	1916.	1916.	1915.	1916.	1915.
Jan. 6.	6,004,000	8,322,000	580,000	736,000	1,492,000	1,308,000
Jan. 13.	4,930,000	7,680,000	1,771,000	535,000	1,656,000	2,005,000
Jan. 20.	4,891,000	7,247,000	1,091,000	692,000	3,222,000	1,565,000
Jan. 27.	5,383,000	7,929,000	1,556,000	835,000	1,838,000	1,946,000
Feb. 3.	5,511,000	8,375,000	881,000	660,000	1,960,000	1,811,000
Feb. 10.	4,375,000	8,046,000	1,343,000	874,000	1,834,000	2,010,000
Feb. 17.	4,753,000	6,490,000	1,712,000	1,769,000	2,705,000	2,635,000
Feb. 24.	4,122,000	6,450,000	1,321,000	490,000	1,770,000	2,104,000
Mar. 3.	4,703,000	6,822,000	1,500,000	764,000	2,601,000	2,653,000
Mar. 10.	4,679,000	7,415,000	1,540,000	923,000	2,917,000	1,834,000
Mar. 17.	3,358,000	7,389,000	1,934,000	834,000	1,616,000	8,424,000
Mar. 24.	4,387,000	7,440,000	1,602,000	1,500,000	1,839,000	2,581,000
Mar. 31.	2,803,000	5,994,000	1,727,000	718,000	711,000	2,797,000
April 7.	2,941,000	6,701,000	1,480,000	1,142,000	2,880,000	2,695,000
Total	216,870,000	265,713,000	42,638,000	22,286,879	89,017,000	70,918,000

Wheat Movement in March.

Receipts and shipments of wheat at the various markets during March, 1917, compared with March, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Minneapolis	10,448,730	12,428,340	2,807,700	5,070,020
New York	8,434,000	8,870,300	4,921,005	10,354,320
Winnipeg	8,002,050	18,040,200	.....	.....
Chicago	3,490,000	2,780,000	3,040,000	7,070,000
St. Louis	2,924,733	2,590,460	2,435,030	2,202,613
Kan. City	2,857,500	3,172,500	4,042,650	5,841,450
Baltimore	1,876,027	4,200,040	1,461,500	4,052,808
Millwaukee	941,250	1,007,500	614,288	102,633
Cincinnati	180,551	417,020	138,285	241,278
Toledo	128,000	350,000	112,400	358,300
Indianapolis	132,000	195,000	38,000	200,000
Detroit	132,000	195,000	38,000	200,000
San Francisco, (tons)	4,702	8,138	.....	.....
Galveston	.....	.....	1,457,127	2,004,200

Corn Movement in March.

Receipts and shipments of corn at the various markets during March, 1917, compared with March, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago	7,075,000	8,212,000	4,844,000	3,900,000
New York	3,004,000	1,078,500	1,542,034	2,272,841
Baltimore	3,402,000	2,777,301	3,163,477	2,502,251
St. Louis	2,273,370	1,810,910	1,405,420	713,780
Minneapolis	1,536,420	647,470	1,402,800	683,710
Kansas City	1,370,000	3,208,750	871,250	2,830,250
Millwaukee	1,008,800	1,231,005	751,388	806,024
Cincinnati	883,007	870,460	614,372	312,300
Detroit	524,000	284,000	228,000	302,000
Toledo	313,800	405,900	115,100	370,300
San Francisco (tons)	103	552	.....	.....
Galveston	.....	.....	257,142	.....

Oats Movement in March.

Receipts and shipments of oats at the various markets during March, 1917, compared with March, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago	10,802,000	8,587,000	7,928,000	7,737,000
Winnipeg	5,873,400	7,181,150	.....	.....
New York	3,005,000	653,200	1,108,082	804,784
Millwaukee	2,457,580	1,051,940	2,410,081	3,382,400
St. Louis	2,420,800	935,700	2,020,530	700,490
Minneapolis	2,371,100	3,300,430	2,945,800	4,380,780
Baltimore	902,525	3,083,272	688,043	3,011,700
Cincinnati	515,001	850,371	445,190	900,790
Kansas City	513,400	258,400	1,564,500	321,000
Toledo	324,200	371,200	115,000	80,000
Detroit	202,000	210,000	67,000	188,000
San Francisco (tons)	2,018	2,160	.....	.....
Galveston	.....	.....	920,360	.....

Rye Movement in March.

Receipts and shipments of rye at the various markets during March, 1917, compared with March, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Baltimore	608,182	806,383	347,537	1,108,028
Chicago	453,000	873,000	305,000	171,000
Minneapolis	407,500	350,020	251,320	406,470
Millwaukee	142,200	171,100	180,135	282,450
New York	71,250	10,250	.....	17,780
St. Louis	23,100	83,700	20,220	85,010
Kansas City	23,100	35,500	31,400	30,000
Cincinnati	17,204	43,932	17,877	30,028
Detroit	10,000	35,000	8,000	5,000
Toledo	8,000	5,000	8,300	4,000

Barley Movement in March.

Receipts and shipments of barley at the various markets during March, 1917, compared with March, 1916, were in bushels, as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago	1,959,000	3,219,000	671,000	1,102,000
Minneapolis	1,405,140	3,534,720	1,304,970	3,522,000
Millwaukee	1,178,850	1,720,840	384,511	393,017
New York	983,700	1,090,350	20,355	907,007
Winnipeg	305,000	551,000	.....	.....
Baltimore	150,042	902,239	25,778	1,276,230
Kan. City	70,500	315,000	119,000	356,200
Cincinnati	37,200	90,308	30,055	4,305
St. Louis	28,800	72,000	2,180	31,650
San Francisco (tons)	6,107	17,500	.....	.....
Toledo	.....	.....	.....	.....

War Affecting the Grain Trade.

EXPORTATION OF GRAIN and flour from Argentina was recently forbidden by a presidential decree.

A GERMAN SUBMARINE sank the Belgian relief steamer Anna Postenes, carrying \$350,000 worth of grain to Rotterdam.

THE CHAMBER OF DEPUTIES OF France recently adopted a measure authorizing the government by decree to fix the price on wheat and other grain.

THE CANADIAN government is refusing to allow skilled farmers to enlist as it recognizes the importance of maintaining its agricultural production at its highest rate.

THE NEUTRAL GOVERNMENTS are reported as having nearly 100 boats at Halifax or between American ports and Halifax, their movement depending on war developments.

SWEDISH SHIPS amounting to more than 200,000 tons are being held in ports controlled by England and her allies, according to a representative of a Swedish steamship line.

THE MINNEAPOLIS milling district is being guarded to protect the mills against possible damage by anti-war sympathizers. No one not connected with the mills is allowed to enter any of the plants.

THE BRITISH shipping controller has included in his management at fixed rates all "liner tonnage" engaged in Australian, South American and South African trades. Practically all of the British shipping is now under the control of the government.

SHIPS DESTROYED since the war began have been 2,573, with a total tonnage of 4,811,100, or 10 per cent of the world's shipping. Over half of this loss is British. The list includes 202 vessels sunk since Feb. 1 of this year, with a total tonnage of 420,400.

AN ITALIAN Royal decree has suppressed all production and sale of pastry cookery made from sugar or flour. An equitable distribution thruout the kingdom of grain, meat, oil, lard, and other prime commodities is to be so organized as to make practical the fixing of uniform prices.

GERMAN REPORTS indicate that the yield of bread grains in that country was only 500,000 tons, or 15 pounds per capita above the 1915 harvest which was regarded as almost calamitous. Earlier reports had described the 1916 crop as in excess of 1,000,000 tons. Bread rations have been cut.

GREECE will be allowed to import one shipload of wheat periodically, according to a recent decision of the Allies. The Greek Government has informed the German Government of the names of 23 Greek vessels authorized by the British Government to supply the necessities of Greece, in order to avoid their being torpedoed.

CONFISCATION OF Dutch steamships in British ports by the British government was recently reported by a grain house which sold the Dutch government the grain aboard many of the vessels, but this could not be confirmed at the Netherlands legation. About 40 Dutch ships are in ports belonging to Great Britain and a fleet of 15 grain-carrying vessels is understood to be on its way from a Holland port to the United States. Many of the Dutch ships now in British ports have been detained for from six to eight weeks.

A SHIPMENT of cereals from New York bound for Rotterdam was seized by the British admiralty and detained two months because the steamer was not affiliated with the Netherlands Overseas Trust Co. The owners of the cargo are now being sued by the ship's captain for demurrage during the period in which the ship was held at Bristol for a total of \$100,000.

CABLE MESSAGES for Manila and the Philippine Islands must be written in plain English or Spanish; must be fully addressed, and must be signed with a proper name. No code whatever is allowed and messages are accepted at sender's risk. Broomhalls is removed from list of authorized codes to the Isthmus of Panama. The restrictions on wireless do not apply to Honolulu traffic.

THE STATE ECONOMICS commission of Sweden announces that the amount of rye, oats and mixed grain on hand in the Kingdom or possible to import is much less than had been estimated, and that it is therefore impossible to lift the embargo against the using for fodder of any of the expropriated grain. The daily per capita flour ration will be reduced by 50 to 200 grains. Corn meal is selling at 24 cents a pound.

A "WAR BREAD" basis for the nation was recently recommended by Carl Vrooman, assistant sec'y of agriculture. Mr. Vrooman contended that an 85 per cent milling standard would in effect increase the wheat supply by 60,000,000 bus. and a 90 per cent standard would add 87,000,000 bus. Use of 25 per cent substitute in flour in baking would bring the total saving to 125,000,000. It is stated on reliable authority, he said, that 85 per cent wheat flour can be manufactured in our mills without changing their machinery. The most serious industrial change would be that the millers could no longer sell flour according to the well-known brands.

IMPORTATION into France and Algeria of all articles of foreign origin or shipment is prohibited by a decree of Mar. 22, according to American consul general, Paris, in Commerce Reports. The prohibition is not applicable to imports for government account, goods proved to have been shipped direct to France or Algeria before the publication of the decree, Mar. 24, or goods declared for warehousing before its publication. Exception may be granted by Minister of Finances, either generally or for limited quantities, on recommendation of a com'te consisting of 21 officials from the Ministries and the Paris Chamber of Commerce.

SHIPS SUNK recently include the Danish steamer Rosberg, carrying a cargo of corn from America; the Belgian relief ship Storstad, a Norwegian boat, carrying 10,000 tons of corn valued at \$729,975; the Belgian steamer Trevier, carrying a cargo of wheat valued at \$315,961, from New York for Rotterdam; the Feinstein, carrying a cargo of wheat valued at \$354,194 from Philadelphia to Rotterdam; the British steamship Stanley, with a cargo of grain from Newport News for Cherbourg; the American steamship Aztec, with a cargo of foodstuffs and general supplies valued at more than \$500,000, from New York for Havre; and the British steamship Canizaro, which left New York with a cargo of grain and freight for Hull, England.

THE GRAIN DEALERS JOURNAL is an asset to anyone in the hay or grain business.—Alliance Alfalfa Hay Co., Denver, Colo.

Country Elevator Accounting

The Money Which Comes and Goes

By AUDITOR PENN

After he has recorded the wagon loads of grain upon his ticket book the dealer finds himself confronted with the necessity for issuing checks in payment for the grain so received. Almost as many methods exist for handling this part of the accounting as there are firms engaged in the trade and, while each method serves its purpose, some of them require altogether too much work. The expedient has been resorted to of making each ticket a check, but that is not satisfactory in all cases. In fact, no one mode of procedure will serve for every dealer, but certain elements are common to the problem of all, and many points are so similar in every country grain business that a great number of dealers who are in like positions can handle them in the same manner.

In the case of many co-operative organizations it is necessary that the books be kept in such a manner as to make it possible to know the amount of individual patronage, for upon it is based the dividend which each stockholder receives. Some of these organizations use quantity, and others amount, upon which to figure the returns to the patron. Often one is found which waits until the end of the year to draw off the statements showing the amount of business contributed by each man. This is not at all in keeping with modern methods, for many times the task consumes much time and effort. The system in use should be such as will present these figures day by day.

To meet this need some have adopted the plan of using a special book, giving each stockholder a separate page, and entering the items thereon. This is satisfactory, in a way, but it requires an extra writing of each item in its entirety.

Seldom does one find a business in which the ledger is given the consideration which its importance merits. It is the book which should show the resume of all business transacted, and in it each man's account should present all of his dealings with the firm. As the simplest form for showing individual patronage we must turn at once to the ledger—that book which, when properly kept, is the ultimate destination of every item and in which should be made available a complete record of each patron's business, and that whether he be stockholder or non-stockholder.

For co-operative organizations, therefore, it will be found most economical of time if all dealings be posted to the ledger account. Each grain ticket may be entered separately, or, preferably, the tickets of a day may be entered as one item to the proper name or names. Then, when the farmer comes for a settlement his ledger account shows the exact amount due him and the check may be issued accordingly, while at the end of any period the amount of his patronage may be ascertained by footing the columns.

CHECKS: The problem of the independent dealer is not complicated by the matter of patronage division. It is the writer's personal conviction, however, that even here the ledger should play its full share in the accounting system. But, be that as it may, this dealer finds it

possible greatly to simplify the method for paying for the grain which he purchases, and the procedure most economical of time, as well as the one which is the most satisfactory in other ways to him (and, for that matter, to the farmers company and line house) is that of issuing checks each day for all grain purchased that day.

Many times the farmer will take his check when the load is delivered, but often he does not ask for payment until he has hauled all of the grain which he expects to sell at that time.

It does not make any difference that the farmer does not want the check the day he brings the grain; it may be held in the safe, unsigned, until he does call for it. Issuing checks daily does not affect the state of the bank account in the least, or rather it may be said to show the real state of that account. If grain is carried on hand not paid for it is a prime requisite of good management that it be taken into account. It is just as easy to issue the check, thereby paying for the grain so far as the deal is concerned, and thus never having grain on hand not paid for.

It is quite certain that when this method is followed the dealer's bank account will not appear, at one time, as a new credit balance, and in an hour be as red as German dye can make it because some farmer brings in a bunch of unpaid tickets and asks for a settlement. It is also a fact that often the dealer's record of his bank balance will show it to be considerably overdrawn when nothing of the kind is evident at the bank, but that does no harm, and may even be said to do good, in that the true condition is apparent to the dealer while the checks are still reposing in his safe and he is thus given an opportunity to correct the condition, possibly before he is called upon to sign a note which always means an addition to the item of expense for interest.

The line company which instructs its agents to issue checks daily will find it a source of welcome relief to get away from the consideration of grain on hand not paid for. It is also enabled to keep in closer touch with the financial condition, and often an error made by the buyer in writing a check can be brought to his attention, and a correction made, before it has gone into the farmer's hands.

Moreover, to the dealer who desires to reduce to a minimum the amount of time and labor required by his bookkeeping, the plan of issuing checks daily offers the advantage of lessening the number of entries which he must make to preserve a true double entry record.

When checks are so issued no entry whatever need be made upon the customer's account as a credit for the grain received (unless, of course, individual patronage enters in to the reckoning). It must be admitted that, for grain purchased, it is necessary to debit that grain for the amount and to credit somebody or something to correspond. The grain will be debited at the end of the month for the total amount which has been paid out for it in that period, and the credits

made from the check record to the bank account will be sufficient to take care of that element of the accounting. Thus, a single debit is made each month for all the loads, whether there be one or one thousand; and a credit is made for each check issued. A mass of entries are done away with and no rule of bookkeeping is violated, nor will any ill effect be suffered later on.

A further step which many dealers use is that of drawing off upon a separate sheet a record of loads paid for with each check, making it to show gross, tare and net weight, bushels, price and amount for each load and footing the columns for the purpose of proving the whole. The check is then written to correspond to the figures on this sheet and the two are pinned together. When the farmer calls for his money the check and memorandum are handed to him. No matter how busy the dealer may be at the time, he is able to allow the customer to proceed upon his way in such good time as to impress upon his mind a realization of the dealer's efficiency and thoughtfulness. The farmer can check the memorandum against his tickets at his leisure and if an error is found it is but the work of a few moments to correct it with the dealer.

In this connection it is recalled that once such an array of figures was given to a farmer, who took his check directly to the bank. The banker, as an accommodation, ran up the figures on his adding machine. He added each column as he came to it and presently it was reported to the dealer that an error existed in his footing for bushels. It required almost a half hour of the dealer's time to convince the banker that a decimal adding machine cannot be made to handle bushels and pounds (making its own reduction) in the same way in which it handles dollars and cents.

CASH RECEIVED: Essentially the same problems enter into the handling of cash received for retail sales. With these the grain must receive credit for the amount and the customer, or customers, be debited. Assuming the ticket book presented in a former article at Fig. 1 to be in use, the necessary credit to the grain account will be made as a monthly total. Individual accounts should be charged daily for the tickets; and this should be done whether the sale be for cash or on time. Then, when the money is received, be it the same day or months later, the customer will be credited accordingly and a debit made upon the cash account.

While it is desired that the operations be reduced to the lowest possible number, still it sometimes occurs that a simple method which requires a few more entries is to be preferred to a more complicated one which, involving less work at first, may cause so many errors as to defeat its own ends. For that reason the method prescribed for accounting for cash received for retail sales is better than those which consider cash and charge sales as separate divisions.

In connection with the money received for carlot shipments it may be said that the common practice of giving the grain credit for the amount of the draft drawn against each shipment is to be condemned. When this is done it later becomes necessary to enter upon the ledger account another item because of the balance occasioned by reason of the fact that the amount of the draft does not equal the net proceeds. To learn the exact net proceeds of a given carlot from the ledger

account it is required that two items be considered, the one representing the draft, and the other the balance. The latter must be added to, or subtracted from, the former.

It is preferable to make this entry at the time the draft is drawn:

Debit—Cash (or bank)...Draft \$1,000.00
Credit—Firm at terminal...Draft 1,000.00

The shipment record shows the car, with all necessary information, and until returns are received the grain contained in that car should be handled as still the property of the shipper, "In Transit." Upon receipt of the account sales the following entry will be made:

Debit—Firm at terminal.....

.....Proceeds \$1,133.99
Credit—The grain.....Proceeds 1,133.99

The grain account will then show but one credit, and it the exact amount received for the car, while the account with the firm at the terminal will appear thus:
A debit for proceeds.....\$1,133.99
A credit for draft.....1,000.00

Balance\$ 133.99

At a glance is seen the amount due from them (or owed to them, as the case may be), as balance for that car, and this appears on the account with the terminal firm—where it belongs. The remittance which is received from or sent to them will give rise to a credit or debit entry to cover the balance, and the two sides of the account are again equal.

It is understood, of course, that the entry on all ledger accounts should recite the number and initial of the car in the place provided for a description of the item in order that it may be easily identified.

No more work is involved in this method than in the other, and it gives the information in proper form and in the places where one would naturally expect to find it.

CANADIAN WHEAT imported in carloads is sometimes held up two weeks in the United States by delay in the customs house in releasing the shipments.

The Elevator Movement in the Pacific Northwest.

The transition in the states of Idaho, Washington and Oregon from the antiquated method of handling grain in sacks to the more economic and up-to-date system of bulk handling is discussed in a very interesting manner by Howard T. Lewis of the University of Idaho in the Journal of Political Economy.

Twenty-five years ago, says Mr. Lewis, attempts were made, particularly by the Northern Pacific, the Great Northern, and the Oregon-Washington railway and navigation companies, to handle bulk grain. Elevators were constructed, and a considerable proportion, if not, indeed, most of the grain, was moved from the interior railroad points to the coast—and particularly to the Portland terminal—in bulk. It was not long, however, before the attempt to handle in bulk ceased, the machinery was moved, and the buildings were either torn down or converted into flat warehouses. Later some of the farmers came to desire the re-establishment of the elevator system.

Within late years the question has been reopened. Tacoma and Seattle are now equipped to handle bulk grain, and interior elevators have sprung up anew. The feeling has been growing that bulk handling is cheaper. Moreover, only a part, and a smaller part at that—of the grain is shipped abroad. The railroads assert that they are willing and able to handle bulk grain. An immediate reason for the demand for the change is the price of jute sacks, which are selling at from 14 to 16 cents instead of 7 and 8 cents, as ordinarily. Added to this is the high price of sisal hemp. The author outlines the arguments

"The greatest obstacles, in many ways, to bulk shipments in the section under consideration are the great number of varieties of wheat, the prevalence of smut, the different conditions of land tenure, and the difference in grain standards. A uniform grading law would of course remove much of the difficulty on

that score. The smut question is more serious, because harder to remove, but the evil doubtless will eventually be at least materially reduced. The variety of grain is not so serious as may appear. Farmers must come to realize that too many varieties are grown. While varying conditions of soil, elevation, and the like will always mean a considerable diversity in this respect, a choice of not over a half dozen varieties should serve.

"It is well to bear in mind, in discussing these various objections, that a great deal of grain, absolutely considered, is now being bulked in the three states under consideration. What is more, bulk shipments are unquestionably growing in favor, and an increasing amount of grain will be handled in this manner. Figures seem to indicate that particularly after one-half or two-thirds of the grain moves in bulk the cost of marketing will be materially less.

"The extent to which the Panama Canal has changed the situation is not clear. It may well be that after the war the use of sailing vessels for the transportation of grain will not be common. If not, then at least one serious obstacle will be removed. Perhaps the situation may be met in any event by the use of a sail-and-power ship, or by the use of tugs thru the region of calms. In either event, however, special ships must be constructed for use in the grain trade. Unfortunately, some ships built for the bulk grain trade were found, under conditions then existing, to be unprofitable, and had to be rebuilt in part. So far as the railroad and terminal men are concerned, there seems to be no opposition to the elevator movement. "Ship us the grain, and we'll handle it any way that it comes" seems to be the sentiment.

"The question where the grain should be stored awaiting sale need not concern us here. Suffice it to say, it should be kept either on the farm, or sold at once and shipped to the terminal elevator, the farmer hedging this sale by the purchase of a future option, if he is not satisfied with the prevailing price. It cannot, as has so largely been done heretofore, be stored profitably at the interior railway points. Neither need the 'spread' in price prove serious, for the difference now existing should entirely disappear once the majority of the farmers change from sack to bulk handling."

Concrete Construction Proves Its Worth.

The ability of concrete to withstand heat was again demonstrated in the fire at Beardstown, Ill., when one elevator, a mill of 500 bbls. daily capacity, and a number of grain sheds belonging to the Schultz, Baujan Co., burned, but their concrete elevator of 65 thousand bus. capacity was uninjured by the heat.

The fotograf reproduced herewith gives an idea of the heat to which the elevator was subjected. The mass of wrecked machinery to the right is the ruins of the mill. Directly in front of the elevator, and to the left, was an old frame elevator. The two were connected by a grain crib, the V shaped line on the concrete structure showing where it connected. All of these frame buildings burned, subjecting the concrete to intense heat on two sides.

This elevator was constructed about five years ago by the Burrell Engineering & Construction Co., and was its second concrete elevator. Its walls are of reinforced concrete seven inches thick, and the roof is steel.



Concrete Construction Resists Fire.

Chokes.

BY CAL.

In the same sense that "A clean tooth never decays," it may be said that "A clean elevator never burns."

Gloves of the gauntlet type should never be worn around moving machinery. The flaring cuff may cost the loss of an arm.

At all times when it is not in use the loading spout should be kept tied back to the elevator wall, so that it will not be swinging free to strike a trainman who may be hanging to the side of a passing car.

Familiarity may breed contempt; but one should never become so familiar with gasoline as to grow contemptuous of the power to retaliate which is inherent within it.

A connection between iron siding and the ground does not fulfill its full mission as a conductor of electricity unless the wire be soldered in contact with the siding, and, also, secured in the same manner to the rod which is driven into the earth.

It should be a rule as invariable as the laws of the Medes and Persians never to tinker with a gasoline engine when the battery switch is connected. It is not impossible that the engine with no charge in its cylinder will assume the role of the gun that is not loaded.

Each elevator operator should study the requirements of his particular job so that in slack times he may employ himself in repair work and in making needed improvements which will enable him to handle any temporary rush more expeditiously.

To expect nuts always to remain tight without an occasional examination is to expect the impossible. One shudders to think of the probable consequences should the nuts come off the bolts on the crank boxing of a gasoline engine.

Provide a long, light pole, to one end of which a broom is securely fastened and it will make it easy to clean out any small amount of grain which may adhere to the bottom of the dump sink without the necessity of leaving the driveway floor. The broom may be fastened by laying its handle alongside the pole and wrapping wire around the two.

Each company which operates a line of elevators should see that all of its agents are furnished with market letters, or some sort of daily information which gives market data in available form. The local agent owes it to himself and to his employer to keep himself well posted on such matters at all times.

If a portion of the iron siding or roofing material is found to be loose it should be re-nailed at once, else a trouble which may be easily corrected in its early stages will grow into one requiring a considerable expense for repairs.

Once upon a time a carefully tended automatic scale was used to weigh wheat into a car which was loaded to within one hundred pounds of the maximum capacity. This was a little too close but

the shipper felt every confidence in his scale and he wanted to put every pound possible into the car. When it reached the first railroad track scale a message was promptly sent back that the car showed a 300-lb. overload, which must be removed. The shipper addressed a letter to the company's local agent, giving authority to remove and sell the alleged overload, but stating specifically that he did not admit the correctness of their weights and reserved the right to make claim for any loss later on.

When returns arrived from destination the net weight of the grain, plus the weight of that removed by the railroad company, did not equal the maximum capacity of the car; but did agree, within ten pounds, with the shipper's weights. The claim agent paid that claim as quickly as he would have paid one from Uncle Sam for postage stamps.

It is impossible to say with any degree of accuracy that the letter mentioned had anything to do with the official promptness, but the shipper maintains that it did. He is one of those fellows who keep tab on everything, even going so far as to record the stenciled tare of every car loaded by him.

The fire insurance inspector should be one of the most welcome of visitors. He is trained in a knowledge of fire hazards and their elimination. Every dealer should be seeking that knowledge, fully determined to do the best he knows how to do, and striving always to advance. It is quite reasonable to believe that the number of fires in a given period would now be far greater but for the intelligent efforts put forth by dealers and insurance companies in the combined war upon a common enemy, and it is to be hoped that the time will come when every building, whatever its nature, will be guarded as carefully as are some grain elevators. An insurance policy which pays the value of the property destroyed is good and quite helpful, but it cannot compensate for the loss of business during the time required to erect a new plant.

It does seem as if enough has been said about the necessity for providing shields around moving machinery to protect workmen.

Out in Kansas there is an elevator which possesses a stairway for gaining access to the cupola, and originally a shaft was run below the stair and so near as to almost touch the runners. Later a car loader was installed, power for its operation being taken from this shaft. A pulley was placed at a point immediately under the stairway, and to secure sufficient room it was necessary to cut out one tread. The pulley now projects a good portion of its periphery into the space formerly occupied by that tread. Naturally, the employees must go up to the cupola most frequently when the car loader is in operation and in ascending the stairs, one steps directly over the rapidly moving pulley.

By great good fortune no one has been injured up to date, but some day the Fates will become ashamed of their kindness and the compensation law will cause the owners of that elevator (it's a farmers' organization) to wish they had used a few ounces of sheet iron prevention in time to have saved the several pounds of gold required as a cure.

For a long, long time it was "Clean Bill of Lading"; then just as that seemed

at hand it was suddenly discovered that the fight must still go on in an attempt to have a sensible construction placed upon the phrase "adequate weighing facilities."

"The railroads have got a whoppin' big idea of 'adequate' all of a sudden!" was the way Gil Turpin expressed himself.

THE USE OF ELECTRICITY to stimulate the growing of crops is among the latest experiments of the British government to increase its home food production. The Department of Agriculture has taken over a large area near Hereford, where installations have already been set up for the use of ionized air produced by an electric discharge from a system of thin wire. Spring wheat, barley, oats and clover will be dealt with.

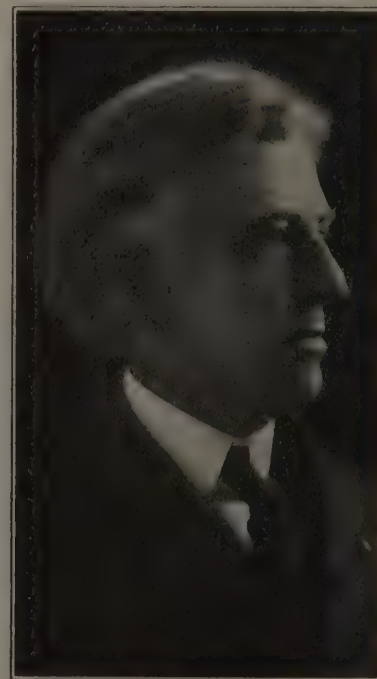
Denver Exchange Elects Officers.

The stockholders of the Denver Grain Exchange held their annual meeting after enjoying a banquet at the Hotel Metropole on March 6th.

Reports showed fourteen new memberships sold during the year, with a gratifying increase of inspections of all grain and hay over the preceding year. Memberships were advanced from two hundred to three hundred dollars in value. The treasurer reported a surplus for the year.

At the election of officers, Geo. S. Clayton was elected president; C. B. Seldombridge 1st vice-pres.; T. F. Savage 2nd vice-pres.; R. C. Johnson sec'y, and J. F. Gallagher treasurer.

Geo. S. Clayton has been in the grain business around Denver for the past 25 years. He is owner and manager of the Cash Commission Co., and is well and favorably known by all the grain men in Colorado and Nebraska. He has been treasurer of the Denver Exchange for a number of years, and won his election to the office of president by his hard work boosting the Denver market.



Geo. S. Clayton, Denver, Colo.
Pres. Grain Exchange.

Increase Production.

A campaign is now being waged urging the utilization of every acre of land in this country to increase the production of grain and vegetables of all kinds. Governors of states are taking the matter up, Governor Capper of Kansas calling a large number of influential farmers to his executive office and holding a consultation with them as to methods to pursue to increase production. The governor of Ohio did identically the same thing, and other governors are following their example.

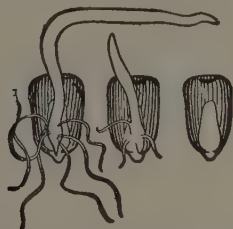


Fig. 3. Strong, Weak, Dead Corn.

The grain map of the country is being re-drawn by the Crop Improvement Com'te. Scientific experiments have determined the kind of grain best suited to a certain locality, and the Com'te is now redrawing the map to define the limits of the territory to which a certain variety of grain is best adapted.

The elevator owner is vitally interested in increased production because the more bushels of grain he handles the larger will be his profits. If the farmer raises only enough grain for his own use, the elevator man will be out of business. But if a large surplus is raised, his volume of grain will be large.

With prices at present scale, farmers need little additional incentive to plant a large acreage, but every effort should be made to induce them to test their seed before it is planted, to insure a good stand. One method advocated for the testing of seed corn is as follows:

After a careful selection of the corn for seed, a number of ears are picked at random from the lot and laid out in rows where they will not be disturbed during the test. Every tenth ear is numbered, usually with a tag held to the ear by a nail, so that there will be no confusing of ears.

A heavy piece of bleached muslin, or the rag doll seed testers which will be furnished upon request by the Crop Improvement Com'te of the Council of Grain Exchanges, is ruled off in squares to equal the number of numbered ears. Then at least six kernels are selected from the tip, middle, and butt of each

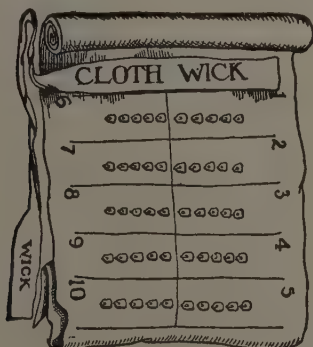


Fig. 1. Placing of Kernels in Tester.

ear, with no two kernels from the same row, and placed crosswise of the doll, as is shown in accompanying Fig. 1, with the tips all pointing the same way. After the squares are filled, a piece of wick is placed across the doll, and, after a core of newspapers or blotters has been placed with the wick so that when rolled, space will be left for the free circulation of air, the doll is rolled up and securely tied so that the seed will not get out of place.

The doll is then soaked in lukewarm water for about ten hours, and, after draining, it is placed in a room of about 75 degrees F. The free end of the wick is placed in a glass of water as shown in Fig. 2, and care is taken that the glass is kept filled so that the seed will always be moist.

Should it not be possible to use the wick, the doll, after being soaked, is placed in a bucket which is lined with wet cloth or burlap which has been scalded to insure the extermination of any mold. A brick is placed in the bottom of the bucket so that air will circulate freely in it. Then a piece of burlap is packed loosely over the top of the bucket to prevent evaporation of the moisture. The doll is sprinkled every day with warm water.

In both such methods of testing, an adequate germination should be made in six or eight days, or when the sprouts have grown to about two inches in length.

Fig. 3 shows the three stages of germination of seed. After the test described is completed, the kernels are carefully examined, and only the ears of those kernels which show a strong germination are used for seed purposes.

New Demurrage Rules Proposed.

Tentative approval to the demurrage rules suggested by the carriers to replace those expiring May 1 was given by the National Industrial Traffic League Com'te on Car Demurrage after a conference with the com'te on relation of the American Railway Ass'n, and the proposed rules have been submitted to the members of the league for a vote.

The rules provide that after the expiration of the free time a charge of \$2 per car per day will be made for the first five days, and \$5 for the sixth and each succeeding day. Under the average agreement one credit will be allowed for each car released within the first 24 hours of free time, after which one debit per car per day will be charged for the first five days. In no case will more than five credits be applied in cancellation of debits accruing on any one car. When five debits have accrued on a car \$5 per car per day will be charged for all subsequent detention. At the end of the month the total credits will be deducted from the total debits, and \$2 per debit will be charged for the remainder.



Fig. 2. Wick in Rag Doll and Glass.

To Increase Indiana Crops.

Indiana grain dealers are called upon by their state ass'n to enlist in the movement to increase the crops of the state, which the governor set in motion by calling a meeting of 200 representative farmers and business men of the state at the capitol on April 5.

Enthusiastic speeches were made and a com'te was appointed to take steps to hold a meeting in every county in the state on April 7. This com'te was composed of R. W. Moss, Clay Co., Chairman; W. W. Bonner, Greensburg, sec'y; W. A. Guthrie, Indianapolis and Dupont; C. B. Riley, Indianapolis; Ralph Polk, Greenwood; F. G. Heacock, Salem; Will R. Robins, Horace; H. E. Barnard, State Food Commissioner; L. H. Wright, Indianapolis and Columbus; W. T. McCray, Kentland; Samuel Schlosser, Indianapolis, and G. I. Christie, Purdue University.

A letter was sent to several of the leading men in each county to urge their participation in the movement, and to have them hold meetings to get the farmers to plant large crops. The letter said in part, "I trust that at the conference you may secure a thoughtful appreciation of the fact that the farmer who provides our food is, next to the soldiers who make up our armies, our most important asset in this national crisis. The man who grows our food is no less a patriot than the man who should a gun. The call for service which goes out to him today is just as strong as that which urges our boys to sign enlistment rolls."

Sec'y Riley of the Indiana Grain Dealers Ass'n has sent a letter to each member of the organization calling his attention to the importance of the movement and asking that prompt and continuous action be taken in the matter.

Minnesota Dealers Organize.

The Minnesota Country Grain Dealers Ass'n, composed of representatives of grain dealers operating more than one elevator, and whose principal place of business is outside of Minneapolis and Duluth, has been organized. R. E. Jones, of Wabasha, is pres. and F. E. Crandall, of Mankato, sec'y-treas. The directors are B. P. St. John, Worthington; A. E. Erwin, Sauk Center; Marcus Johnson, Atwater; Arthur Speltz, Alberta Lea; C. L. Spaulding, Warren; R. E. Jones and F. E. Crandall.

The aim of the ass'n is to demonstrate that a well conducted elevator or milling company is very valuable to the community in which it is located and that it recognizes certain well defined obligations and service to be rendered to the public, as well as rights to be maintained in order to develop efficiency.

The ass'n purposes to bring together those having common interests, to encourage frequent intercourse and consultation among its members, preserve and disseminate valuable information and to inculcate just and equitable principles of trade, and by so doing increase the efficiency of service rendered to their patrons.

MOBILIZATION of an army of farm workers to supply an abundance of food is under consideration by leaders in the movement for national preparedness. America's fields are capable of producing from 25 to 40 per cent greater crops if they are tilled by an increased number of workers, according to Dean Davenport, and the production can be increased as much again by the use of fertilizers.

Feedstuffs

PHILADELPHIA, Pa.—George Craig of Penrose A. McClain & Co. will go into business on his own account.

STUTTGART RICE MILL Co., Stuttgart, Ark., has registered the letters S R M Co. in a circle as a trade-mark, No. 99,866, for rice, rice-bran, and rice-polish used for a stock food.

THE UNIFORM FEED LAW has been passed by the legislature of Wyoming in all particulars as originally proposed by the Ass'n of Feed Control Officials of the United States, except for the taxation features.

SHERBURNE, N. Y.—George S. Record of this city, who has had considerable experience in feeds, has been taken into partnership with Charles L. Carrier, a well known feed dealer in this section, under the name Carrier & Record.

KEARNEY, NEB.—The Great Western Milling Co., of Denver, will build a \$15,000 alfalfa mill here with a capacity of fifty tons per day for operation this fall. This same company is locating mills at Elmcreek and other points along the Union Pacific.

THE BROOKS ELEVATOR Co. has bot the salvage from the 250,000 bus. of grain, chiefly wheat, which was in the elevator of the Detroit Railway Elevator Co., at Detroit, Mich., which burned recently. It has also secured the salvage from 400,000 bus. of grain in the Kentucky Public elevator at Louisville, Ky.

ADDING GROUND RICE HULLS to the feeds obtained as rice by-products from the stone reel, the huller reels, the pearling cones, or the brush machine of a rice mill, or to mixtures of these products, is considered by the Dept. of Agriculture, according to Service and Regulatory Announcements No. 19, to constitute an adulteration under the Food and Drugs Act unless the fact of such addition is clearly stated upon the label of the product.

THE PRINCIPAL OBJECTIONS of the feed manufacturers in New York state to the Wicks bill will be removed by amendments, which were outlined by Senator Wicks at a conference of 21 feed manufacturers, and which had already been agreed upon. The amendments agreed upon are the striking out of Sec. 3, enumerating unfair practices, in its entirety; the modification of Sec. 22 entitled "General Powers and Duties of the Commission" to prohibit the commission from making rules and regulations which would have the force and effect of law. This section has also been modified in several other respects.

TRANSPORTATION OF ALFALFA meal from Kearney, Neb., to Omaha, in carload lots in which an interstate shipment was involved, and the charging of interstate rates therefore, was found not to be unreasonable by the Interstate Commerce Commission in the rehearing of the case between the Omaha Alfalfa Milling Co. and the Union Pacific Railroad. It was contended that as the intrastate rate between the two points was only 10½ cents, the 14 cent rate was unjustly discriminating; but the Commission held that as it involved an interstate shipment, even tho the complainant shipper knew nothing of this at the time of shipment, the interstate rate was applicable.

CHIC CHUK has been registered as a trademark, No. 100,524, by the Russia Cement Co., Gloucester, Mass., for poultry food.

MILWAUKEE, Wis.—Smith, Parry & Co. have increased their capital stock from \$58,000 to \$100,000. The company recently began business in its new elevator and dairy feed plant and is contemplating further extensions.

LANCASTER, PA.—A molasses horse feed plant with a capacity of 10 tons per hour is being built by the sons of John W. Eshelman and will probably be ready for operation within sixty to ninety days. This plant will be operated under the name of the Lancaster Mill & Elevator Co. and will be managed by Howard J. Eshelman and H. F. Schell. Mr. Schell has had wide experience in selling molasses feeds in the east. H. Roy Eshelman will be pres. and Elmer J. Eshelman vice-pres.

YOUNGSTOWN, O.—We are rebuilding our plant, which burned Nov. 1. The new structure will be of brick and steel construction, with all up-to-date appliances for conducting a wholesale carload and retail grain business. Our capacity will be about 200,000 bus. of bulk grain and 2,000 tons of sacked goods. The new plant will be completed about Aug. 1. We will manufacture chop, horse and dairy feed and poultry feeds. A. H. Buehrle is pres. and C. P. Fitch, sec'y-treas., of our company, which has a paid-up capital stock of \$225,000.—Albert H. Buehrle Co.

Feedstuffs Movement in March.

Receipts and shipments of feeding-stuffs at the various markets during March, 1917, compared with March, 1916, were as follows:

	Receipts.		Shipments.	
	1917.	1916.	1917.	1916.
Chicago (lbs.)	87,890,000	49,153,000	74,261,000	76,131,000
New York (lbs.)	300,000	2,320,000	381,800	424,800
St. Louis (sacks)	92,650	117,980	74,560	103,010
Kansas City (tons)	2,060	2,320	14,250	16,700
San Francisco (tons)	1,595	1,422	.....	.....
Milwaukee (tons)	1,300	12,260	13,261	18,632

Exports of Feeding Stuffs.

Exports of feeding stuffs during January, 1917, compared with January, 1916, and during 7 months ending January, 1917, compared with the corresponding period ending January, 1916, according to the United States Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	January.		7 mos. ending Jan.	
	1916.	1917.	1916.	1917.
Bran and middlings	446	1,211	11,556	3,998
Dr. grains and mit. sprouts	20	7	918	1,218
Mill feed	2,402	3,633	13,826	32,873
OIL CAKE AND OIL CAKE MEAL (Lbs.).				
	January.		7 mos. ending Jan.	
	1916.	1917.	1916.	1917.
Corn, lbs.	1,394,000	673,050	10,063,842	11,348,610
Cottonseed	174,979,508	147,053,409	783,855,085	930,647,910
Linseed	73,465,136	61,320,390	402,048,889	416,633,513

ARGENTINA's total wheat, linseed, oats and corn yields on the 1916-17 harvest are officially estimated as follows: wheat, 70,100,000 bus., flaxseed, 3,900,000 bus., oats, 31,700,000 bus., and corn, 47,000,000 bus. These figures for the 1916-17 corn crop compare with 161,133,000 bus. last year, 338,235,000 two years ago, 263,135,000 in 1913-14, and 196,642,000 in 1912-13.

The Embargoes.

All grain embargoes in force against Galveston were lifted beginning Apr. 5.

Grand Trunk Pacific, on cars being loaded with grain to points on foreign railways.

Pennsylvania, effective Mar. 27, on grain and grain products billed to Paoli, Pa., for reconignment and for consignees order.

New York Central, effective Apr. 4, removed its embargo of Jan. 16 on freight routing to or via the Wabash Ry. at Black Rock, or Suspension Bridge, N. Y.

Cleveland, Cincinnati, Chicago & St. Louis R. R., effective Mar. 27, removed its embargo Mar. 20, on carload freight routing to or via the Erie R. R. at Cleveland, O.

Baltimore & Ohio, effective Mar. 24, extended its embargo on freight for or via the port of New York to prohibit acceptance of all articles of freight entitled to car float delivery in lieu of free lighterage delivery.

Pennsylvania, effective Mar. 26, extended its embargo as revised Feb. 9, on freight for domestic delivery at or via the port of New York to prohibit acceptance of feed for livestock, livestock, field seed, seed grain and nursery stock, consigned to piers 4 and 5 North River, piers 27, 28 and 29 North River and 37th Street station, New York.

Erie, effective Apr. 4, modified its embargo of Dec. 19 on traffic from connections, Ravenna, O., and east, destined to points, Kent, O., and west, so as to permit acceptance of carload freight. Embargo continues on less than carload freight so routing except U. S. Government and Erie R. R. materials, seeds, seed grain and fertilizer.

Boston & Maine, effective Mar. 26, modified its embargo of Mar. 5, and continued in effect by the New York Central Mar. 21, covering eastbound shipments routing to or via the Boston & Maine R. R. at Mechanicville, Rotterdam Junction or Troy, N. Y., to permit acceptance of all freight originating at West Shore R. R. points, Rotterdam Junction and south, when routing to the Boston & Maine R. R. at Rotterdam Junction, N. Y.

Central R. R. of New Jersey, effective Apr. 4, extended its embargo as revised Mar. 6, as follows: To prohibit acceptance of all commodities destined to piers 10, 11, 39, 46 and 81 North River, N. Y. Domestic shipments of the following commodities are exempt from Cen. Ry. of New Jersey embargo restrictions: Field seed, seed grain, garden seed, agricultural implements, nursery stock, fertilizer, livestock, perishable foodstuffs, feed for livestock (except hay). Shipments consigned to railroad companies, W. U. Telegraph Co., or consigned to U. S. Government or officers thereof.

New York, Chicago & St. Louis, effective Apr. 4, continued in effect its embargo on all eastbound carload freight delivered to its line at junctions, Fort Wayne, Ind., and east, when originating outside of switching districts of Nickel Plate stations, destined to points east of Buffalo, N. Y., except as noted below. Embargo continues on all eastbound carload freight reaching the New York, Chicago & St. Louis R. R. at junctions west of Fort Wayne, Ind., including cars originating within switching district at Chicago, Ill., destined to any point, except as noted below: Feed for animals and poultry when billed as such, will only be accepted when for domestic use. United States Government freight. Freight covered by authorities issued by Mr. R. W. Mitchener, Supt. Trans., N. Y., C. St. L. R. R., Cleveland, O., will also be accepted.

I RECEIVE the Grain Dealers Journal regularly and always read it first thing. It is undoubtedly a great help and every man in the grain business should read it.—J. E. Peters, mgr. Stevens-Scott Grain Co., Wichita, Kan.

Human Equation in Accurate Weights.

H. A. FOSS

BOARD OF TRADE WEIGHMASTER, CHICAGO.

It is perfectly obvious that the human element is a determining factor in the accuracy of the weights used as bases of settlement between man and man in the commercial arena. The percentage of the World's commerce dealt in on the weight basis is so very high, and the human element plays such a conspicuous part in the accuracy of such weighing basis, that I often wonder why employers are prone to give so little attention to the selection of their weighmasters, and why weighmasters, for their part, so often apparently fail to realize the importance of their part in the World's work.

On the one hand, we have employers selecting men to determine the basis of all their trading without regard to the fitness and qualifications of such men. On the other hand, on the part of weighmasters, we see a conspicuous disregard of even the first rudiments of practices that have been found and pronounced by experts to be indispensable in insuring accuracy in the reading and recording of weights.

What is the cause of this seeming indifference, this indifference on the part of employers, this indifference on the part of the weighmasters? It is nothing more nor less than a failure to realize the importance of the work. Not long ago an official of a prominent railroad told me that by giving closer attention to the accuracy of the weights, his line had saved several hundred thousand dollars the year previous and that they had only scratched the surface.

Turn to the question of systematic, orderly procedure on the part of the weighmaster. It is essential to adopt common sense rules for his guidance, and these rules must necessarily include a system of reading, recording and checking that, if carried out, will reduce possible error to a minimum.

You may rest assured that with the selection of a man to operate your scale who has the necessary qualifications, a man who realizes the importance of his performance, a man imbued with the idea that only by systematic, orderly procedure can he hope to attain the highest pos-

sible degree of efficiency, and with the adoption of common sense rules for the guidance of such a weighmaster, that, so far as the human element enters into the matter, errors in weighing will be reduced to a minimum.

GERMAN CHEMISTS claim to have discovered a method for making a flour substitute out of linden and beech buds. They claim that the substitute has the nutritive value of barley flour, with four times its fat percentage.

Chemical Composition of Alfalfa.

Alfalfa cut in the bud stage has the largest ash and crude protein and the smallest crude fiber and nitrogen-free extract content, according to the findings of C. O. Swanson and W. L. Latshaw at the Kansas Experiment Station and reported in the Journal of Industrial and Engineering Chemistry. From a study of the chemical composition of alfalfa as affected by variations in maturing and curing, the authors found that the crude fiber and nitrogen-free extract increases in each successive stage and the crude protein and ash decrease. In pounds per ton the alfalfa cut in the earlier stages has more of crude protein and less of crude fiber. The total amount of any or all nutrients produced per acre depends to a large extent on the yield.

The leaves and stems differ in content of ash, ether extract, and nitrogen-free extract, but the greatest difference is in the percentage of crude protein and crude fiber. The leaves contain over two and a half times as much protein as the stems, while the stems contain over two and a half times as much crude fiber as the leaves.

In harvesting and handling there is a large loss of leaves, which loss affects the composition of the hay in an increase of crude fiber and a decrease of crude protein. The alfalfa cured in the sun has a larger pure protein content than that cured in the shade. This difference is so great as to more than offset the influence of the loss of leaves. The differences in respect to pure protein content were most pronounced in the alfalfa cut in the earlier stages.

Dead Center Grain Track-Scale.

Where it is desired to have the unloading sink at the same place as the track scale, much difficulty has been experienced in so placing the conveyors that they would not interfere with the scale levers, and vice versa. This difficulty has been overcome by what might be called a dead center grain track scale, a rough drawing of which is reproduced herewith. This drawing was made regardless of accuracy of mechanical detail, but it will convey the idea.

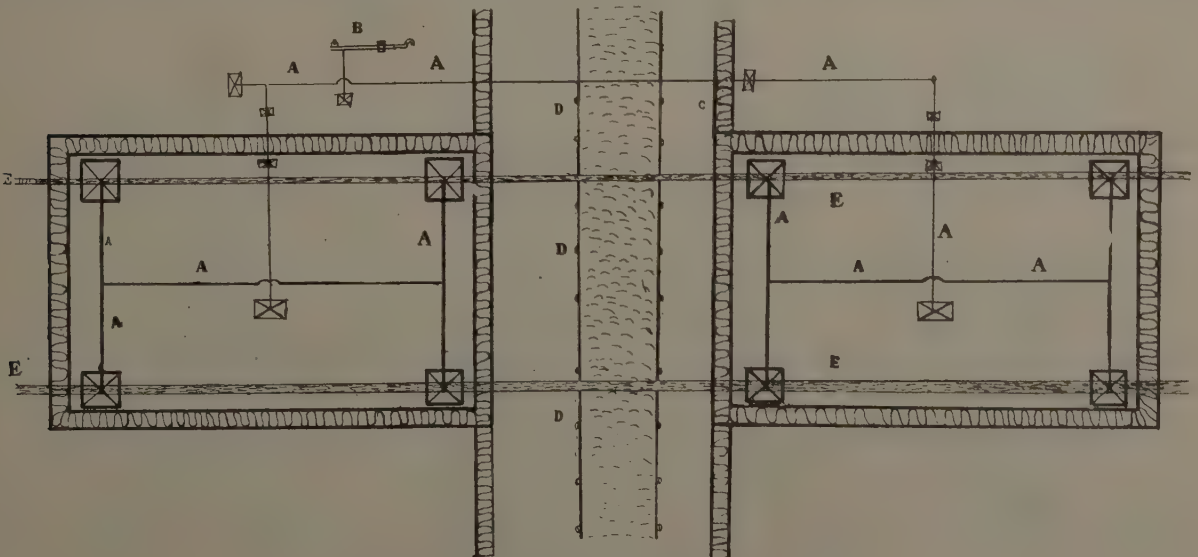
This is really two scales connected to one beam by long extension levers. The levers AA in the concrete pit do not meet in the center of the pit to be conveyed to the beam by an extension lever as in the ordinary track scales, but each section is a scale itself, and the beam B is placed to one side of the middle. The long extension lever A' is used to make the connection.

The car is run onto the scale on the track E so that one set of trucks is over each half of the scale. After the contents are weighed, both doors may be opened and the grain unloaded into the pit formed between the two sections of the scale. The conveyor D has full and free access to both sides of this pit. Then when unloaded, the tare weight of the car can be taken, so that the actual net contents of the car is obtained.

When an airtight platform is placed over each part of the scale, there is little chance for dirt or chaff or the grain itself to get into the scale pit to clog up the levers and cause a discrepancy in weights.

This construction was designed by the Burrell Engineering and Cons. Co., and the Howe scale has been used.

PHILIPPINE EXPORTS of hemp in 1916 were 135,147 tons compared with 139,767 tons in 1915. Imports of rice in 1916 were 186,836 tons compared with 214,990 tons in 1915. Of the rice imported in 1916 179,656 tons came from the French East Indies and 7,180 tons from other countries, and in 1915 204,559 tons came from the French East Indies and 10,431 tons from other countries. The imports of animal foodstuffs were also much reduced.



Track Scale in Two Parts with Receiving Sink Between.

Seeds

NORTH VERNON, IND.—The King Seed Co. will install a 50 h.p. oil engine.

GRAND RAPIDS, MICH.—The Reed & Cheney Co. will handle seeds in addition to its other lines.

TOLEDO, O.—Cratz Bros. will hereafter conduct their business from their new warehouse which has recently been completed.

EVANSVILLE, IND.—The demand for garden and farm seed this spring in southern Indiana, southern Illinois and western Kentucky is greater than in past seasons.—C.

EVANSVILLE, IND.—John S. Hubbard, wholesale garden and seed dealer of this city, was recently bereaved by the death of his wife, resulting from a stroke of paralysis.—C.

PARKERS PRAIRIE, MINN.—Shoutz & Kraemer contemplate the erection of a country seed elevtr. with cleaning machinery installed for receiving wagonloads from farmers at country points.

KEARNEY, NEBR.—Fire, starting from an unknown origin, recently destroyed the Evergreen Alfalfa Mill with an estimated loss of \$10,000 partially covered by insurance. The mill is owned by E. J. Woolworth.

A PURE SEED bill, H. B. 18, introduced in the Oklahoma legislature, providing that seeds sold by wholesale seed houses shall be of the kind and quality represented by them, was allowed to die without the Governor's approval.

EVANSVILLE, IND.—Farmers in southern Indiana, southern Illinois, and western Kentucky are raising more alfalfa than formerly. Reports received here say that the cold weather has injured the clover crop in some sections.—C.

CONDITION OF CLOVER in Missouri is estimated by the state board of agriculture at 69 per cent; the acreage of new crop as compared with last year's seeding at 89 per cent; and the timothy condition 84, with acreage of new crop 88 per cent of last year's.

PROVIDENCE, R. I.—The W. E. Barrett Co. has taken over the business of the Providence Seed Co., which has been run as a branch of the Barrett Co. for a number of years. All of the former employees of the Providence Seed Co. are now with the Barrett Co.

EYOTA, MINN.—The Northern Seed Co. has recently been organized with E. F. Heim pres. and treas. and J. B. Leveille as vice-pres. and sec'y, and has taken over the businesses of J. B. Leveille of this city and the G. H. Krumdick Co. of Winona, Minn. The new company will do a general jobbing business in field seeds in the surrounding territory.

DERRY, KAN.—Alfalfa acreage sown this spring is about the same, but 10 acres of sweet clover has been sown where one was sown last year. It is very dry and need rain to start this seed. Sweet clover seed is all gone. We had a big seed crop in 1916, and I know of three carloads of alfalfa seed in farmers hands.—W. S. Baxter.

NEW YORK, N. Y.—The Maxim Hershey Seed Co. has been organized in this city with business quarters at 81

New St. to handle mainly clover, field, grass and bird seeds, also peas and beans at wholesale only. Maxim Hershey, its executive, was traveling representative for the firm of I. L. Radwaner here for the past two years.

From the Seed Trade

LOUISVILLE, KY.—There may be a decreased acreage of Kentucky blue grass seed due to the fact that the farmers will be attracted by the high price of grain to break up some of their meadows and put them into corn, wheat or oats.—Louisville Seed Co.

LUBBOCK, TEX.—Practically all the seed stuff as well as the feed stuff are out of this section of the country. The crop of cane seed in the Panhandle was of an inferior grade as compared with the crop of 1916 and the high prices have cleaned it all up. Prospects point toward a good acreage of feed stuff being planted this season. The Panhandle needs rain to stimulate the planting of a larger feed acreage.—Lubbock Grain & Coal Co.

TOLEDO, O.—March clover is a dead one. Corpse is still with us. It is fat and handsome. Nearly all the seed here is prime. It is now in scattered hands. Some is being shipped out. Seed dealers are the principal longs expecting an April bulge. Last April stock here decreased nearly 22,000 bags. What will it do this season? A little seed is being imported, but it is not large. Eastern buyers have been patient. Premium on cash has melted away and cash seed now is near the April price. This should stimulate the demand.—C. A. King & Co.

TOLEDO, OHIO.—What will be April demand for clover seed? Some large local dealers expect good demand. Say east has not supplied all needs. Point to last year's shipments. Last three weeks of April they were nearly 15,000 bags. May shipments last year 4,752 bags. Shipments this week 3,860 bags. Total Toledo stocks now around 20,000 bags. Prices depend on demand. If it does not develop in liberal amount, they may decline still lower.—Southworth & Co.

BELFAST, IRELAND.—The yield of the ryegrass crop produced in the North of Ireland during past season was about normal, and altho there was a slight increase in acreage, stocks are well used up. I do not anticipate that there will be any further extension of the area under seed during the coming season. The English crop of red clover seed was a poor one, both in quality and yield, and so the bulk of our supplies were imported, but as prices ruled high there was no speculative buying, and with 10,000 to 13,000 bags of red, alsike and timothy sunk in transit from the United States and Canada, stocks seem likely to run very bare before season closes.—Samuel McCausland.

BOISE, IDAHO.—We believe there will be an increased acreage of alfalfa the coming year, and also of all field seeds, as they will make a special effort to put in all ground this season, the price having been so high the past year. The past season the crop of clover seed was very good, although not quite as good as 1915. Timothy crop was good, alfalfa good, no blue grass was raised in this section for seed. White clover has given a splendid yield here, have made as high as 13½ bushels per acre. Alsike, also, yielded well, and is in good demand. There may be some alfalfa and red clover held over, but not in any considerable quantity. The

season is opening up very late for this section of the country, but with plenty of water with which to irrigate, we anticipate good crops.—Union Seed & Fuel Co.

ARGENTINA has forbidden the exportation of flour and wheat, the official decree being signed on Mar. 27 and becoming effective at once. Further embargoes on oats and maize are being considered, and an inventory is being taken of all food stocks. These embargoes are caused by poor crops and the ravages of locusts. It is stated that there is now less wheat in Argentina than there has been at any time within the last ten years.

Flaxseed Movement in March.

Receipts and shipments of flaxseed at the various markets during March, 1917, compared with March, 1916, were in bushels, as follows:

	Receipts,		Shipments,	
	1917.	1916.	1917.	1916.
New York	531,309	358,000	.....	.....
Minneapolis	441,220	830,160	108,110	27,020
Winnipeg	335,000	456,550	.....	.....
Chicago	26,000	54,000	4,000	2,000
Milwaukee	14,520	17,930	.....	.....
Kansas City	.....	.....	.....	.....

Clover Seed Movement in March.

Receipts and shipments of clover seed at the various markets during March, 1917, compared with March, 1916, were as follows:

	Receipts,		Shipments,	
	1917.	1916.	1917.	1916.
Milwaukee (lbs.)	904,568	841,707	153,220	546,590
Chicago (lbs.)	833,000	1,123,000	2,080,000	2,027,000
Toledo (bags)	6,017	8,539	12,470	10,710
Cincinnati (bags)	4,404	4,067	7,314	6,034
*New York (bags)	2,503	.....	1,252	985

*Includes timothy and alfalfa seed.

Timothy Seed Movement in March.

Receipts and shipments of timothy seed at the various markets during March, 1917, compared with March, 1916, were as follows:

	Receipts,		Shipments,	
	1917.	1916.	1917.	1916.
Chicago (lbs.)	6,270,000	2,167,000	7,775,000	4,203,000
Milwaukee (lbs.)	882,500	210,000	1,000,127	133,050
Toledo (bags)	10,589	3,021	6,140	5,612
Cincinnati (bags)	1,304	2,087	3,859	3,803
New York (bags)	.....	814	300	.....

Imports and Exports of Seeds.

Imports and exports of seeds during January, 1917, compared with January, 1916, and for 7 months ending January, 1917, compared with the corresponding period ending January, 1916, as reported by E. E. Pratt, chief Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.		7 mos. ending Jan.	
	January, 1916.	1917.	1916.	1917.
Castor beans, bus. 10	3,003	280,545	255,397	.....
Flaxseed, bus.	693,506	952,678	9,040,887	8,324,840
Red clover, lbs.	5,892,384	593,080	11,300,939	2,091,164
Other clover, lbs.	604,500	1,090,505	5,272,652	8,175,197
Other grasses, lbs.	1,063,063	602,442	4,544,347	5,586,350
	EXPORTS.		7 mos. ending Jan.	
	January, 1916.	1917.	1916.	1917.
Clover, lbs.	830,000	1,072,343	4,595,240	3,771,206
Timothy, lbs.	1,680,258	3,044,622	8,944,547	9,120,704
Other grasses, lbs.	171,713	601,031	2,180,351	2,010,287
Cotton, lbs.	617,797	270,802	1,804,281	878,178
Flaxseed, bus.	62	123	1,345	482

Crop Improvement

SMUT KILLING SOLUTIONS are being sold more extensively this year than ever before.

ON THE PACIFIC COAST, in the Palouse District, the ground is so smut sick that a campaign is being waged to substitute rye for fall sowing and barley for wheat sowing until the ground is free from the stinking smut. It may take five years to eradicate the smut from the soil.

CHILDREN in 20 states are distributing 300,000 "smut pledges." As fast as the signed pledges are sent in to the Crop Improvement Com'ite, it sends to the child getting the pledge a junior rag doll seed tester with which to test the seed of the pledgor. The local druggist is also sent the names of the pledgors so that he may supply them with formaldehyde.

THE FULLERTON ELEVATOR Co., Fullerton, N. D., has recently commenced a campaign of special interest to the farmer. The company has installed a good sized corn grader with free use to the farmer to grade his seed corn and offered prizes for the best five ears of corn graded over this grader. In this way the company hopes to raise the standard of corn grown both as to quality and grade. Last year the company gave away over 100 Caruguss Seed Testers.

A FEDERAL SEED LAW is advocated by the Crop Improvement Com'ite to stop the practice of shipping the poor seed and weed seed which some of the state laws will not permit sold, into another state. If a seed merchant in one state should sell his cleanings as good seed in the other by mail order there is at the present time no law to stop him. The Com'ite proposes to have such a law drafted by the seeds men themselves, and then to obtain its passage by Congress.

WILD GARLIC has been reported to the Ohio Experiment Station from 78 counties in Ohio this year, according to the experiment station's weekly bulletin. A total of 342 districts and 902 farmers troubled with this pest have been reported during the year. Spraying with fuel oil from Apr. 15 to May 1, before the plants begin to form heads, has been found by the experiment station most satisfactory to kill out this weed. The spray should be applied on a warm, calm day, about 75 gallons per acre being required.

MANLY CHAMPION, agronomist of the South Dakota Experiment Station, says the demand for Marquis wheat is very great, due to the activity of crop improvement com'ites, and with the help of Montana wheat, all orders are being filled.

AN ACRE YIELD contest for youthful corn growers living in the trade territory of St. Peter, Minn., will be held by the First National Bank of that city. The contest is open to boys less than 18 years old and prizes aggregating about \$100 will be offered. It will be so conducted that the winners in this contest will have an opportunity to enter the state contest, conducted by the Minnesota Agricultural Society.

OMAHA, NEB.—A meeting of about 200 members of the Omaha Grain Exchange was recently held to devise ways and means for obtaining spring wheat to reseed the large acreage of winter wheat that is expected to be abandoned. Several experts of the University of Nebraska estimated the damage to the Nebraska wheat crop at 50 to 90 per cent and a com'ite was appointed to urge farmers to replant their fields with spring wheat. Ten cars of spring seed wheat have already been purchased to be resold to the farmers at cost.

THE GRAIN MAP of the country is being redrawn. The Crop Improvement Com'ite is now in a campaign to tell the grain growers just what variety of grain will grow best in a locality, and where the boundaries of that growing area are. Following are some of the varieties with their growing locality: Red Rock wheat and Rozen rye, Michigan; 103 and 105 oats, Iowa, parts of Illinois and Missouri; Marquis wheat, Minnesota and the Dakotas; seven varieties of wheat in zones in Indiana; Fultz wheat in southern Illinois and southeastern Missouri. (There is no pure bred wheat in these two localities at present.)

THE HIGHEST PRICES on record for wheat in this country occurred during 1867. C. B. Cole of Chester, Ill., asserts that his company paid \$3.75 per bu. for wheat and sold it in St. Louis for \$3.85 per bushel. This was in paper currency, the gold value of which would have amounted to about \$2.75 per bushel. In March, 1877, wheat sold in St. Louis for \$2.20, paper currency, which would have amounted to about \$2.07 per bushel.

Wheat Yield Increased by Top Dressing of Fertilizer.

BY J. W. HENCEROTH.

The condition of the winter wheat in the Middle West is not very promising. Many fields have been winter-killed, others are in bad shape. Should we have sufficient rains during the next month, many of the fields will recover and undoubtedly produce a good crop. In many sections the farmers are duly alarmed by the condition of their crop. In several sections they have top-dressed a good deal of the wheat and manure. It is not too late yet to do more of this good work.

In view of the present high prices, everything possible should be done to improve this year's crop. Methods not ordinarily considered profitable may prove to be highly profitable this year. It is reported that the Canadian Government is contracting for the 1917 unsown wheat crop at \$1.25 a bushel. A minimum price for the next six years has been established in England.

Where it is available, well rotted manure applied at the rate of from 5 to 10 spreader loads to the acre should be applied. It will also pay to harrow the wheat as soon as the ground dries out, with a spring tooth harrow, the teeth sloping backward at an angle of 45 degrees. This cultivates the wheat, harrows in the grass seed and fertilizer when sown ahead of the harrow, and forms a soil mulch which will conserve large quantities of moisture for the growing crop.

Many farmers are interested in top dressing the wheat with fertilizers. Some of them are applying it through the fertilizer attachment of their grain drill. When this is not available, the fertilizer may be applied thru a low down lime and fertilizer distributor or by the use of any other broad-caster at hand. The wheat should also be harrowed, in order to work the fertilizer into the soil. One Indiana farmer used nearly a carload of fertilizer last fall on his wheat and is top-dressing much of the wheat this spring.

If the grass seeder has a fertilizer attachment this offers the best means of applying the fertilizer. From 200 to 300 pounds of fertilizer should be used to the acre. If the ground is rather thin, such as sandy or clay soil where little or no fertilizers or manure have been used in the past, best results will probably be secured by using a fertilizer analyzing 2 to 5% ammonia, 8 to 12% phosphoric acid and perhaps 1 or 2% potash. The fertilizer may be applied up until the wheat is several inches high.

With wheat looking as bad as it does this spring and with the outlook for prices at harvest time so good, nothing should be left undone that will increase the yield of wheat even if only a few bushels per acre. One man in Darke County, Ohio, last year top dressed his wheat and increased the yield 17 bus. to the acre. Even two or three bushels more per acre at the present price for both fertilizer and wheat will return a handsome income for the money expended on fertilizers. Anywhere from 5 to 12 bus. per acre increase may reasonably be expected. The increase of grass following the wheat crop will well pay for top-dressing the wheat. In this case the top dressing of wheat is a sure proposition. Whatever fertilizer is not used by the wheat crop will remain in the soil and be used by the following grass crop.



Mobilizing for Protection and Greater Production

Federal Wheat Grades

In Service and Regulatory Announcements No. 22, issued Mar. 31, the Office of Markets of the U. S. Dept. of Agriculture announced the new grades for wheat, effective on spring wheat Aug. 1 and on other wheats July 1, 1917, as follows:

OFFICIAL GRAIN STANDARDS FOR WHEAT.

Each determination, other than that of dockage, for the purposes of these standards shall be made on the basis of the grain when free from dockage.

Percentages, except in the case of moisture, shall be percentages ascertained by weight.

Dockage includes sand, dirt, weed seeds, weed stems, chaff, straw, grain other than wheat, and any other foreign material, which can be removed readily from the wheat by the use of appropriate sieves, cleaning devices, or other practical means suited to separate the foreign material present; also undeveloped, shriveled, and small pieces of wheat kernels necessarily removed in properly separating the foreign material. The quantity of dockage shall be calculated in terms of percentage based on the total weight of the grain including the dockage. The percentage of dockage so calculated shall be stated in terms of whole per centum and half per centum. A fraction of a per centum when equal to, or greater than a half shall be treated as a half, and when less than a half shall be disregarded. The percentage of dockage so determined and stated shall be added to the grade designation.

Any grain which, when free from dockage, contains more than six per centum of grain of a kind or kinds other than wheat shall not be classified as wheat.

Wheat shall be divided into classes and subclasses as follows:

Hard Red Spring.

CLASS I. Hard Red Spring shall include all varieties of hard red spring wheat, but shall not include more than 10% of other wheat or wheats, divided into four subclasses as follows:

Dark Northern Spring shall include hard red spring of which 85% or more consists of dark, hard, and vitreous kernels, but shall not contain more than 10% of humpback.

Northern Spring shall include hard red spring of which less than 85% and more than 25% consists of dark, hard, and vitreous kernels, but shall not contain more than 10% humpback.

Red Spring shall include hard red spring which consists of kernels of yellow or mottled appearance, of starchy texture, and of not more than 25% of dark, hard and vitreous kernels, but shall not contain more than 10% humpback.

Red Spring Humpback shall include hard red spring of which more than 10% consists of humpback.

The subclasses dark northern spring, northern spring, red spring and red spring humpback wheat shall be divided into six grades for each subclass, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1 Dark Northern Spring, No. 1 Northern Spring and No. 1 Red Spring each shall be bright, cool and sweet; shall contain not more than 2% humpback and of wheat of other classes, which 2% may include not more than 1% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 13% of moisture; shall have a test weight per bushel of at least 59 pounds; shall contain not more than 1% damaged kernels and no heat damaged kernels; and shall contain not more than 0.5% of inseparable foreign material, which include not more than 0.5% of kinghead, head, corn cockle, vetch, darnel or wild rose either singly or in any combination.

No. 2 Dark Northern Spring, No. 2 Northern Spring and No. 2 Red Spring each shall be cool and sweet; shall contain not more than 4% humpback and of wheat of other classes, which 4% may include not more than 2% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 14% of moisture; shall have a test weight per bushel of at least 57

pounds; shall contain not more than 4% of damaged kernels, which may include not more than 0.1% of heat damaged kernels; and shall contain not more than 1% of inseparable foreign material, which may include not more than 0.5% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 3 Dark Northern Spring, No. 2 Northern Spring and No. 3 Red Spring each shall be cool and sweet; shall contain not more than 6% humpback and of wheat of other classes, which 6% may include not more than 3% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 14% moisture; shall have a test weight of at least 55 pounds; shall contain not more than 7% of damaged kernels, which may include not more than 0.5% of heat damaged kernels; and shall contain not more than 2% of inseparable foreign material, which may include not more than 1% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 4 Dark Northern Spring, No. 4 Northern Spring and No. 4 Red Spring each shall be cool and sweet; shall contain not more than 10% humpback and of wheat of other classes, which 10% may include not more than 5% common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 15% moisture; shall have a test weight of at least 53 pounds; shall contain not more than 10% of damaged kernels, which may include not more than 1% of heat damaged kernels; and shall contain not more than 4% inseparable foreign material, which may include not more than 2% kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 5 Dark Northern Spring, No. 5 Northern Spring and No. 5 Red Spring each shall be cool, but may be slightly musty or slightly sour; shall contain not more than 10% humpback and of wheat of other classes, which 10% may include not more than 5% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 15% moisture; shall have a test weight per bushel of at least 57 pounds; shall contain not more than 15% damaged kernels, which may include not more than 3% of heat damaged kernels; and shall contain not more than 6% of inseparable foreign material, which may include not more than 3% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

Sample Grade Dark Northern Spring, Sample Grade Northern Spring and Sample Grade Red Spring each shall be wheat of the subclass dark northern spring, or northern spring, or red spring, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or has any commercially objectionable foreign odor, except smutty wheat, or is distinctly musty or very sour, or is hot, heating, fire-burned, infested with live weevil, or otherwise of distinctly low quality, or contains garlic or wild onion bulbets, or has an unmistakable odor of garlic or wild onions, or contains small, inseparable stones or cinders.

No. 1 Red Spring Humpback shall be bright, cool and sweet; shall contain not more than 2% of wheat of other classes, which may include not more than 1% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 13% moisture; shall have a test weight per bushel of at least 59 pounds; shall contain not more than 1% damaged kernels and no heat damaged kernels; and shall contain not more than 0.5% of inseparable foreign material, which may include not more than 0.5% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 2 Red Spring Humpback shall be cool and sweet; shall contain not more than 4% wheat or other classes, which may include not more than 2% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 14% moisture; shall have a test weight per

bushel of at least 57 pounds; shall contain not more than 4% damaged kernels, which may include not more than 0.1% of heat damaged kernels; and shall contain not more than 1% of inseparable foreign material, which may include not more than 0.5% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 3 Red Spring Humpback shall be cool and sweet; shall contain not more than 6% wheat or other classes, which may include not more than 3% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 14% moisture; shall have a test weight of at least 55 pounds; shall contain not more than 7% of damaged kernels, which may include not more than 1% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 4 Red Spring Humpback shall be cool and sweet; shall contain not more than 10% of wheat of other classes, which may include not more than 5% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 15% moisture; shall have a test weight of at least 53 pounds; shall contain not more than 10% of damaged kernels, which may include not more than 1% of heat damaged kernels; and shall contain not more than 4% of inseparable foreign material, which may include not more than 2% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 5 Red Spring Humpback shall be cool, but may be slightly musty or slightly sour; shall contain not more than 10% of wheat of other classes, which may include not more than 5% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 15% moisture; shall have a test weight of at least 51 pounds; shall contain not more than 15% of damaged kernels, which may include not more than 3% of heat damaged kernels; and shall contain not more than 6% of inseparable foreign material, which may include not more than 3% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

Sample Grade Red Spring Humpback shall be wheat of the subclass red spring humpback which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or has any commercially objectionable foreign odor, except smutty wheat, or is distinctly musty or very sour, or is hot, heating, fire-burned, infested with live weevil, or otherwise of distinctly low quality, or contains garlic or wild onion bulbets, or has an unmistakable odor of garlic or wild onions, or contains small, inseparable stones or cinders.

Common and Red Durum.

CLASS II. Common and Red Durum shall include all varieties of durum wheat, but shall not include more than 10% of other wheats, divided into three subclasses as follows:

Amber Durum shall include wheat of which 75% or more consists of kernels of amber color and texture, but shall not contain more than 10% red durum.

Durum shall include wheat which consists of kernels of yellow or mottled appearance, or of starchy texture, and of less than 75% of kernels of amber color and texture, but shall not contain more than 10% red durum.

Red Durum shall include wheat which consists of more than 10% of wheat of the variety red durum.

The subclasses amber durum and durum shall be divided into six grades for each subclass, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1 Amber Durum and No. 1 Durum each shall be bright, cool and sweet; shall contain not more than 2% red durum and of wheat of other classes, which 2% may include not more than 1% of common white, white club or soft red winter wheat, either singly or in any combination; shall contain not more than 13% moisture; shall have a test weight of at least 61 pounds; shall contain not more than 1% damaged kernels and no heat damaged kernels; and shall contain not more than 0.5% of inseparable foreign material, which may include not more than 0.25% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 2 Amber Durum and No. 2 Durum each shall be cool and sweet; shall contain not more than 10% red durum and wheat of other classes, which 10% may include not more than 5% common white, white club,

soft red winter or red durum wheat, either singly or in any combination; shall contain not more than 14% moisture; shall have a test weight of at least 59 pounds; shall contain not more than 4% of damaged kernels, which may include not more than 0.1% of heat damaged kernels; and shall contain not more than 1% of inseparable foreign material, which may include not more than 0.5% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 3 Amber Durum and No. 3 Durum each shall be cool and sweet; shall contain not more than 10% red durum and of wheat of other classes, which 10% may include not more than 5% of common white, white club, soft red winter or red durum wheat, either singly or in any combination; shall contain not more than 14% moisture; shall have a test weight of at least 57 pounds; shall contain not more than 7% of damaged kernels, which may include not more than 0.5% of heat damaged kernels; and shall contain not more than 2% of inseparable foreign material, which may include not more than 1% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 4 Amber Durum and No. 4 Durum each shall be cool and sweet; shall contain not more than 10% red durum and of wheat of other classes, which 10% may include not more than 5% common white, white club or soft red winter wheat, either singly or in any combination; shall contain not more than 15% moisture; shall have a test weight of at least 55 pounds; shall contain not more than 10% of damaged kernels, which may include not more than 1% of heat damaged kernels; and shall contain not more than 4% of inseparable foreign material, which may include not more than 2% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 5 Amber Durum and No. 5 Durum each shall be cool, but may be slightly musty or slightly sour; shall contain not more than 10% red durum and of wheat of other classes, which 10% may include not more than 5% of common white, white club or soft red winter wheat, either singly or in any combination; shall contain not more than 15% moisture; shall have a test weight of at least 53 pounds; shall contain not more than 15% of damaged kernels, which may include not more than 3% of heat damaged kernels; and shall contain not more than 6% of inseparable foreign material, which may include not more than 3% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

Sample Grade Amber Durum and Sample Grade Durum each shall be wheat of the subclass amber durum or durum, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or has any commercially objectionable foreign odor, except smutty wheat, or is distinctly musty or very sour, or is hot, heating, fire-burned, infested with live weevil or otherwise of distinctly low quality, or contains garlic or wild onion bulbets, or has an unmistakable odor of garlic or wild onions, or contains small, inseparable stones or cinders.

No. 1 Red Durum shall contain 95% or more of red durum, and shall be bright, cool and sweet; shall contain not more than 2% of wheat of other classes, which may include not more than 1% common white, white club or soft red winter wheat, either singly or in any combination; shall contain not more than 13% moisture; shall have a test weight of at least 61 pounds; shall contain not more than 1% of damaged kernels and no heat damaged kernels; and shall contain not more than 0.5% of inseparable foreign material, which may include not more than 0.25% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 2 Red Durum shall be cool and sweet; shall contain not more than 4% of wheat of other classes, which may include not more than 2% common white, white club or soft red winter wheat, either singly or in any combination; shall contain not more than 14% moisture; shall have a test weight of at least 59 pounds; shall contain not more than 4% of damaged kernels, which may include not more than 0.1% of heat damaged kernels; and shall contain not more than 1% of inseparable foreign material, which may include not more than 0.5% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 3 Red Durum shall be cool and sweet; shall contain not more than 6% of wheat of other classes, which may include not more than 3% common white, white club or soft red winter wheat, either singly or in any combination; shall contain not more

than 14% moisture; shall have a test weight of at least 57 pounds; shall contain not more than 7% of damaged kernels, which may include not more than 0.5% of heat damaged kernels; and shall contain not more than 2% of inseparable foreign matter, which may include not more than 1% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 4 Red Durum shall be cool and sweet; shall contain not more than 10% wheat of other classes, which may include not more than 5% common white, white club or soft red winter wheat, either singly or in any combination; shall contain not more than 15% moisture; shall have a test weight of at least 55 pounds; shall contain not more than 10% damaged kernels, which may include not more than 1% of heat damaged kernels; and shall contain not more than 4% inseparable foreign material, which may include not more than 2% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 5 Red Durum shall be cool, but may be slightly musty or slightly sour; shall contain not more than 10% of wheat of other classes, which may include not more than 5% of common white, white club or soft red winter wheat, either singly or in any combination; shall contain not more than 15% moisture; shall have a test weight of at least 53 pounds; shall contain not more than 15% of damaged kernels, which may include not more than 3% of heat damaged kernels; and shall contain not more than 6% of inseparable foreign material, which may include not more than 3% kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

Sample Grade Red Durum shall be wheat of the subclass red durum which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or has any commercially objectionable foreign odor, except smutty wheat, or is distinctly musty or very sour, or is hot, heating, fire-burned, infested with live weevil, or otherwise of distinctly low quality, or contains garlic or wild onion bulbets, or has an unmistakable odor of garlic or wild onions, or contains small, inseparable stones or cinders.

Hard Red Winter.

CLASS III, Hard Red Winter shall include all varieties of hard red winter wheat, but shall not include more than 10% of other wheats, divided into three subclasses as follows:

Dark Hard Winter shall include wheat of which 90% or more consists of dark, hard, and vitreous kernels.

Hard Winter shall include wheat of which less than 90% and more than 25% consists of dark, hard, and vitreous kernels.

Yellow Hard Winter shall include wheat which consists of kernels of yellow or mottled appearance, or of starchy texture, and of not more than 25% of dark, hard, and vitreous kernels.

The subclasses dark hard winter, hard winter and yellow hard winter wheat shall be divided into six grades for each subclass, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1 Dark Hard Winter shall contain 95% or more of sound, dark, hard and vitreous kernels, and shall be bright, cool and sweet; shall contain not more than 2% of wheat of other classes, which may include not more than 1% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 13% moisture; shall have a test weight of at least 61 pounds; shall contain not more than 1% of damaged kernels and no heat damaged kernels; and shall contain not more than 0.5% of inseparable foreign material, which may include not more than 0.25% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 1 Hard Winter and No. 1 Yellow Hard Winter each shall be bright, cool and sweet; shall contain not more than 2% of wheat of other classes, which may include not more than 1% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 13% moisture; shall have a test weight of at least 61 pounds; shall contain not more than 1% of damaged kernels and no heat damaged kernels; and shall contain not more than 0.5% of inseparable foreign material, which may include not more than 0.25% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 2 Dark Hard Winter, No. 2 Hard Winter and No. 2 Yellow Hard Winter each shall be cool and sweet; shall contain not more than 4% of wheat of other classes, which may include not more than 2% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 13% moisture; shall have a test weight of at least 59 pounds; shall contain not more than 4% of damaged kernels, which may include not more than 0.1% of heat damaged kernels; and shall contain not more than 1% of inseparable foreign material, which may include not more than 0.5% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 3 Dark Hard Winter, No. 3 Hard Winter and No. 3 Yellow Hard Winter each shall be cool and sweet; shall contain not more than 6% of wheat of other classes, which may include not more than 3% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 14% moisture; shall have a test weight of at least 57 pounds; shall contain not more than 7% of damaged kernels, which may include not more than 0.5% of heat damaged kernels; and shall contain not more than 2% of inseparable foreign material, which may include not more than 1% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 4 Dark Hard Winter, No. 4 Hard Winter and No. 4 Yellow Hard Winter each shall be cool and sweet; shall contain not more than 10% of wheat of other classes, which may include not more than 5% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 14% moisture; shall have a test weight of at least 55 pounds; shall contain not more than 10% of damaged kernels, which may include not more than 1% of heat damaged kernels; and shall contain not more than 4% of inseparable foreign material, which may include not more than 2% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 5 Dark Hard Winter, No. 5 Hard Winter and No. 5 Yellow Hard Winter each shall be cool, but may be slightly musty or slightly sour; shall contain not more than 10% of wheat of other classes, which may include not more than 5% of common white, white club or common and red durum wheat, either singly or in any combination; shall contain not more than 15% moisture; shall have a test weight of at least 53 pounds; shall contain not more than 15% of damaged kernels, which may include not more than 3% of heat damaged kernels; and shall contain not more than 6% of inseparable foreign material, which may include not more than 3% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

Sample Grade Dark Hard Winter, Sample Grade Hard Winter and Sample Grade Yellow Hard Winter each shall be wheat of the subclass dark hard winter, or hard winter, or yellow hard winter, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or has any commercially objectionable foreign odor, except smutty wheat, or is distinctly musty or very sour, or is hot, heating, fire-burned, infested with live weevil, or otherwise of distinctly low quality, or contains garlic or wild onion bulbets, or has an unmistakable odor of garlic or wild onions, or contains small, inseparable stones or cinders.

Soft Red Winter.

CLASS IV, Soft Red Winter shall include all varieties of soft red winter wheat, also red club and red hybrid wheats of the Pacific Northwest, but shall not include more than 10% of other wheats, divided into three subclasses as follows:

Red Winter shall include wheat of both light and dark colored kernels, but shall not include more than 10% of wheat of the subclass red walla, nor any wheat which contains garlic or wild onion bulbets, or has an unmistakable odor of garlic or wild onions.

Red Walla shall include wheat which consists of more than 10%, either singly or in any combination, of red Russian, red clubs, red hybrids, and other soft red winter wheats possessing the characteristics of those varieties as grown west of the great plains area of the United States, but shall not include any wheat which contains garlic or wild onion bulbets or has an unmistakable odor of garlic or wild onions.

Soft Red shall include wheat which contains garlic or wild onion bulbets or has an unmistakable odor of garlic or wild onions.

The subclasses red winter, red walla and soft red wheat shall be divided into six grades for each subclass, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1 Red Winter shall be bright, cool and sweet; shall contain not more than 2% of wheat of other classes, which may include not more than 1% of common and red durum wheats; shall contain not more than 1% of moisture; shall have a test weight of not less than 48 lbs. per bushel; shall not more than 1% of damaged kernels and no heat damaged kernels; and shall contain not more than 0.5% of inseparable foreign material, which may include not more than .25% of meadow, can cockle, vetch, barnyard wild rose, either singly or in any combination.

No. 2 Red Winter shall be cool and sweet; shall contain not more than 4% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 13% moisture; shall have a test weight of at least 59 pounds; shall contain not more than 4% of damaged kernels, which may include not more than 0.1% of heat damaged kernels; and shall contain not more than 1% of inseparable foreign material, which may include not more than 0.5% of kitchened, corn cobbles, vetch, damaged wild rice, either singly or in any combination.

No. 3 Red Winter shall be cool and sweet; shall contain not more than 8% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 14% moisture; shall contain not more than 1% of broken kernels; shall contain not more than 7% of damaged kernels, which may include not more than 0.5% of heat damaged kernels; and shall contain not more than 2% of inseparable foreign material, which may include not more than 1% of singhared, cockle, rockle, vetch, darnel or wild rose, either singly or in any combination.

No. 4 Red Winter shall be cool and sweet; shall contain not more than 10% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 14% moisture; shall have a net weight of at least 55 pounds; shall contain not more than 10% of damaged kernels, which may include not more than 1% of heat damaged kernels; and shall contain not more than 4% of inseparable foreign material, which may include not more than 1% of kiln-dried heads, corn cobs, vetch, darnel or wild rose, either singly or in any combination.

No. 5 Red Winter shall be cool, but may be slightly musty or slightly sour; shall contain not more than 19% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 15% moisture; shall have a test weight of at least 53 pounds; shall contain not more than 15% of damaged kernels, which may include not more than 3% of heat damaged kernels; and shall contain not more than 5% of inseparable foreign material, which may include not more than 3% of kinghead, corn cockle, vetch, dandel or wild rose, either singly or in any combination.

Sample Grade Red Winter shall be wheat of the subgrade red winter which does not contain with its requirements of any of the grades from No. 1 to No. 5, inclusive, or has any commercially objectionable foreign odor, except smutty wheat, or is distinctly musty or very sour, or is hot, heating, fire-burned, infested with live weevil, or otherwise of distinctly low quality, or contains small, inseparable stones or clinders.

N. 1. Rice. Walls shall be bright, cool and sweet; shall contain not more than 2% of wheat or other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 15% moisture; shall have test weight of at least 50 pounds; shall contain not more than 1% of damaged kernels and no heat damaged kernels; and shall contain not more than 0.5% of inseparable foreign material, which may include not more than 0.5% of chaff, bird, corn cobbles, vetch, darnel or wild rose, either singly or in any combination.

No. 2 Red Walls shall be cool and sweet; shall contain not more than 4% of wheat or other chaffs, which may include not more than 1% of common and red durum wheat; shall contain not more than 13% of moisture; shall have a test weight per bushel of at least 55 pounds; shall contain not more than 4% of damaged kernels, which may include not more than 0.1% of hard damaged kernels; and shall contain not more than 1% of unsuitable foreign material, which may include not more than 0.5% of kingweed, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 3 Red Walla shall be cool and sweet; shall contain not more than 6% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 14% of moisture; shall have a test weight of at least 48 lbs. per bushel; shall contain not more than 7% of damaged kernels, which may include not more than 0.5% of heat damaged kernels; and shall contain not more than 3% of inseparable foreign material, such as straw, hulls, and chaff; shall contain not more than 1% of any one of the following: kingbird, corn cockle, vetch, dandel or wild rose, either singly or in any combination.

No. 4 Red Walla shall be cool and sweet; shall contain not more than 10% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 14% of broken wheat, which shall be of the size of at least 54 pounds; shall contain not more than 10% of damaged kernels, which may include not more than 1% of heat damaged kernels; and shall contain not more than 4% of inseparable foreign material, which may include not more than 3% of kindred grain, corn cobbles, vetiva, damara or idara, or other stalks, or in any combination.

No. 5 Red Walla shall be cool, but may be slightly musty or slightly sour; shall contain not more than 10% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 16% of moisture; shall have a test weight of at least 52 pounds; shall contain not more than 16% of damaged kernels, which may include not more than 5% of heat damaged kernels; shall contain not more than 6% of inseparable foreign material, which may include not more than 3% of king-head, corn cockle, vetch, darnel or wild rye, either singly or in any combination.

Sample Grade Red Walla shall be wheat of the subclass red walla which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or has any commercially objectionable foreign odor, except smutty wheat, or is distinctly musty or very sour, or is hot, heating, fire-burned, infested with live weevil, or otherwise of distinctly low quality, or contains small, inseparable stones or cinders.

1 Soft Red shall be bright, cool and sweet; shall contain not more than 2% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 13% of moisture; shall have a test weight of not less than 48 pounds per bushel; shall contain not more than 1% of damaged kernels and not more than 0.5% of inseparable foreign material, which may include not more than 0.25% of kingbird, corn cockle, vetch, darnel or wild rose, either singly or in any combination; shall be free of all large hard wild onion bulbils, or have an unmistakable odor of karrle or wild onions.

No. 2 Soft Red shall be cool and sweet; shall contain not more than 4% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 13% moisture; shall have a test weight per bushel of at least 50 pounds; shall contain not more than 4% of damaged kernels, which may include not more than 0.1% of heat damaged kernels; shall contain not more than 1% of inseparable foreign material, which may include not more than 0.5% of linseed, rye, cockle, vetch, dandelion, wild rose, either singly or in any combination; and shall contain garlic or wild onion bulbs, or have an unmistakable odor of garlic or wild onions.

shall contain not more than 6% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 14% of moisture; shall have a test weight of at least 57 pounds; shall contain not more than 1% of damaged kernels, which may include not more than 0.5% of heat damaged kernels; shall contain not more than 2% of inseparable foreign material, which may include not more than 1% of king-of-hearts, corn cobs, vetch, dandelion or wild rose; shall be free of insects and combinations thereof; shall contain neither wild onion bulbs, sets, or leaves, nor have an unmistakable odor of garlic or wild onions.

shall contain not more than 10% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 14% of moisture; shall have a test weight of at least 55 pounds; shall contain not more than 10% of damaged kernels, which may include not more than 1% of heat damaged kernels; shall contain not more than 1% of inseparable foreign material, which may include not more than 2% of kingweed, corn cockle, vetch, darnel or wild rose, either

singly or in any combination; and shall contain garlic or wild onion bulblets, or have an unmistakable odor of garlic or wild onions.

So. Red shall be cool, but may be slightly musty or slightly sour; shall contain not more than 10% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 15% moisture; shall have a test weight of at least 53 pounds; shall contain not more than 15% of damaged kernels, which may include not more than 3% of heat damaged kernels; shall contain not more than 6% of inseparable foreign material, which may include not more than 3% of kingstee, corn cockle, vetch, darnel or wild rose, either singly or in any combination; and shall contain garlic or wild onion bulblets, or have an unmistakable odor of garlic or wild onions.

in standard grade Soft Red shall be wheat of the subclass soft red which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or has any commercially objectionable foreign odor, except smutty wheat, or is distinctly musty or very sour, or is hot, heating, fire-burned, infested with live weevil, or has a distinctively low quality, or contains small inseparable stones or cinders; and shall contain garlic or wild onion bulblets, or have an unmistakable odor of garlic or wild onions.

Common White.

CLASS 1. Common White shall include all varieties, except Sovereigns of common white wheats, whether winter or spring grown, but shall not include more than 10% of other wheat or wheats, divided into two subclasses as follows:

Hard White shall include (white) blue-stem, early baart, allen or red allen, galga-lous (white), martin amber, and wheats possessing similar characteristics, of the class common white, but shall not include more than 20% of kernels of soft and chalky texture.

Soft White shall include wheat which contains more than 20% of kernels of soft and chalky texture, and all wheat of the class common white not included in the subclass hard white.

The subclasses hard white and soft white wheat shall be divided into six grades for each subclass, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1 Hard White and No. 1 Soft White; each shall be bright, cool and sweet; shall contain not more than 2% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 13% of moisture and not more than 13% of oil; shall weigh 60 pounds; shall contain not more than 1% of damaged kernels and no heat damaged kernels; and shall contain not more than 0.5% of inseparable foreign material, which may include not more than 25% of kingbird, red, black, or white, and may include rose, either singly or in any combination.

No. 2 Hard White and No. 2 Soft White each shall be clean and sweet, shall contain not more than 4% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 13% of moisture; shall have a test weight of at least 58 pounds; shall contain not more than 4% of damaged kernels, which may include not more than 0.1% of heat damaged kernels; and shall contain not more than 1% of inseparable foreign material, which may include not more than 0.5% of kinghead, cockle, vetch, darnel or wild rose, either singly or in any combination.

each shall be cool and sweet; shall contain not more than 6% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 14% of moisture; shall have a test weight of at least 56 pounds; shall contain not more than 7% of damaged kernels, which may include not more than 0.6% of heat damaged kernels; and shall contain not more than 2% of inseparable foreign material, which may include not more than 5% of kinghead, cockle, vetch, darnel or wild rose, either singly or in any combination.

in No. 1, containing not more than 10% of No. 2 Soft White, each shall be cool and sweet; shall contain not more than 10% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 14% of moisture; shall have a test weight of at least 44 pounds; shall contain not more than 10% of damaged kernels, which may include not more than 2% of heat-damaged kernels; and shall contain not more than 4% of inseparable foreign material, which may include not more than 2% of kinghead, corn

cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 5 Hard White and No. 5 Soft White each shall be cool, but may be slightly musty or slightly sour; shall contain not more than 10% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 15% moisture; shall have a test weight of at least 52 pounds; shall contain not more than 15% of damaged kernels, which may include not more than 3% of heat damaged kernels; and shall contain not more than 6% of inseparable foreign material, which may include not more than 3% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

Sample Grade Hard White and Sample Grade Soft White each shall be wheat of the subclass hard white or soft white, respectively, which does not come within the requirements of any of the grades from No. 1 to No. 5 inclusive, or has any commercially objectionable foreign odor, except smutty wheat, or is distinctly musty or very sour, or is hot, heating, fire-burned, infested with live weevil or otherwise of distinctly low quality, or contains garlic or wild onion bulbets, or has an unmistakable odor of garlic or wild onions, or contains small, inseparable stones or cinders.

White Club.

CLASS VI. White Club shall include all varieties and hybrids of white club wheat, and the common white wheat known as Sonora, but shall not include more than 10% of other wheat or wheats.

The class white club wheat shall be divided into 6 grades, the designations and requirements of which, respectively, shall be as specified in this section.

No. 1 White Club shall be bright, cool and sweet; shall contain not more than 2% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 13% moisture; shall have a test weight of at least 60 pounds; shall contain not more than 1% of damaged kernels and no heat damaged kernels; and shall contain not more than 0.5% of inseparable foreign material, which may include not more than 0.25% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 2 White Club shall be cool and sweet; shall contain not more than 4% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 13% of moisture; shall have a test weight of at least 58 pounds; shall contain not more than 4% of damaged kernels, which may include not more than 0.1% of heat damaged kernels; and shall contain not more than 1% of inseparable foreign material, which may include not more than 0.5% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 3 White Club shall be cool and sweet; shall contain not more than 6% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 14% moisture; shall have a test weight of at least 56 pounds; shall contain not more than 7% of damaged kernels, which may include not more than 0.5% of heat damaged kernels; and shall contain not more than 2% of inseparable foreign materials, which may include not more than 1% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 4 White Club shall be cool and sweet; shall contain not more than 10% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 14% moisture; shall have a test weight of at

least 54 pounds; shall contain not more than 10% of damaged kernels, which may include not more than 1% of heat damaged kernels; and shall contain not more than 4% of inseparable foreign material, which may include not more than 2% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

No. 5 White Club shall be cool, but may be slightly musty or slightly sour; shall contain not more than 10% of wheat of other classes, which may include not more than 1% of common and red durum wheat; shall contain not more than 15% moisture; shall have a test weight of at least 52 pounds; shall contain not more than 15% of damaged kernels, which may include not more than 3% of heat damaged kernels; and shall contain not more than 6% of inseparable foreign material, which may include not more than 3% of kinghead, corn cockle, vetch, darnel or wild rose, either singly or in any combination.

Sample Grade White Club shall be wheat of the class white club which does not come within the requirements of any of the grades from No. 1 to No. 5, inclusive, or has any commercially objectionable foreign odor, except smutty wheat, or is distinctly musty or very sour, or is hot, heating, fire-burned, infested with live weevil, or otherwise of distinctly low quality, or contains garlic or wild onion bulbets, or has an unmistakable odor of garlic or wild onions, or contains small, inseparable stones or cinders.

Mixed wheat shall be any mixture of wheat not provided for in the classes from I to VI, inclusive.

Smutty wheat shall be all wheat which has an unmistakable odor of smut, or which contains spores, balls or portions of balls, or smut, in excess of a quantity equal to one ball of average size in 50 grams of wheat.

Treated wheat shall be wheat which has been scoured, limed, washed, or treated in any similar manner.

MIXED WHEAT shall be graded and designated according to the grade requirements of the class of wheat which predominates over each other class in the mixture. There shall be added to, and made a part of, its grade designation the word "mixed"; and the names of the classes which compose the mixture, in the order of their predominance, together with the approximate percentage of each class, except that, if the wheat of any class amounts to less than 10% of the whole mixture, its name and percentage need not be stated.

SMUTTY WHEAT shall be graded and designated according to the method described either in paragraph (a) or paragraph (b) of this section.

(a) The loss in weight caused by the removal of smut from the wheat, when free from dockage, shall be ascertained by scorings, washings or otherwise, and shall be calculated in terms of percentage based on the total weight of the grain free from dockage. The percentage so calculated shall be stated in terms of whole per cent and half per cent. A fraction of a per cent when equal to, or greater than, a half shall be treated as a half, and when less than a half shall be disregarded. After the loss in weight caused by the removal of the smut has been ascertained, the wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not smutty, and there shall be added to, and made a part of, the grade designation the percentage so determined and stated together with the words "smut dockage."

(b) Smutty wheat shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not smutty, except that when the amount of smut present is so

great that any one or more of the grade requirements of the grades from No. 1 to No. 5, inclusive, cannot accurately be applied, the wheat shall be classified as sample grade. For all grades there shall be added to and made a part of the grade designation the word "smutty."

TREATED WHEAT shall be graded and designated according to the grade requirements of the standard applicable to such wheat if it were not treated, and there shall be added to, and made a part of, its grade designation a statement indicating the kind of treatment.

Test weight per bushel shall be the weight per Winchester bushel as determined by testing apparatus and the method of use thereof described in Bulletin 472, dated October 30, 1916, issued by the United States Department of Agriculture, or as determined by any device giving equivalent results.

Percentage of moisture in wheat shall be that, or the equivalent of that, ascertained by the moisture tester and the method of use thereof described in Circular No. 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry.

Heat damaged kernels shall be kernels of wheat which have been distinctly discolored as a result of heating caused by fermentation.

Inseparable foreign material shall include all matter other than wheat which is not separated from the wheat in the proper determination of dockage.

A MEETING of the advisory com'tee of the Grain Dealers National Ass'n was recently held at St. Louis, Mo.

THE MERCHANTS HAY & GRAIN CO., of Indianapolis, Ind., is favoring its friends in the trade with a patriotic reminder in the form of a beautiful silk American flag, 7½x11½ inches.

WICHITA, KAN.—The record price on a car of broom corn was reached here recently by the R. E. Jones Broom Corn Co., which sold a carload for \$330 a ton, that being \$5 a ton over any previous sale recorded.

SECRETARY MOHLER of the Kansas state board of agriculture says spring wheat does not do well in that state and advises planting other grains suitable to conditions there to replace the loss in winter wheat acreage.

JAPAN'S RICE CROP in 1916 amounted to 298,466,706 bus., an increase of 9,851,810 bus. over the second Government estimate, 12,169,156 bus. over the actual 1915 crop, and 6,630,270 bus. over the former high record crop of 1914.

THE PROPOSAL of the British Prime Minister to guarantee corn prices and a minimum wage for farm laborers was not merely an emergency scheme, but was to be the foundation and basis of a great future agricultural policy for the country, according to an announcement in the House of Lords recently by the Earl of Crawford, the government spokesman.

A Growing Missouri Concern.

The corporate name of the J. H. Kracke Milling Co. of Clinton, Mo., has been changed to the Keyes Mill & Elevator Co. The original company was incorporated in 1907 with a capital stock of \$100,000 by J. H. Kracke. He died in 1911 and L. E. Keyes became president, treasurer and manager of the company.

On March 10, 1916, the old plant burned but a contract for a plant with a 20,000-bushel elevator was let on May 25 and completed August 25 of that year. It is located on the K. C. S. and the M., K. & T. railroads.

Mr. Keyes took charge of the plant when the business was in a badly run down condition, but he has built it up, and to-day the new company enjoys a nice business in one of the most complete plants of its size in Missouri.



New 20,000-Bu. Elevator and Warehouse at Clinton, Mo.

Grain Trade News

ARKANSAS

Harrisburg, Ark.—The Harrisburg Grain Co. is building a 50-bbl. mill.

CALIFORNIA

Torrance, Cal.—The Torrance Mlg. Co., organized by E. Kellogg, of Ventura, has been incorporated and will erect a grain and bean warehouse. Ground for the building has already been broken.

Oakdale, Cal.—We have bot the warehouse of the Oakdale Mlg. Co. at this place, Farmington, Cometa, Burnetts, Arnold, Paulsell, Claribel, Waterford, Montpelier, Ryer, Merced and Athlone. These are all located on the Southern Pacific, except Paulsell and Arnold, which are on the Sierra. There is also a flour mill here, which we will continue to operate under the same name, using the same brands as were used by the Oakdale Mlg. Co. D. E. Lee is mgr. and Arlo V. Turner, ass't mgr.—Grange Co., Modesto.

CANADA

Richlea, Sask.—The elvtr. of the W. S. McLaughlin Co., filled with grain, burned recently.

Portage La Prairie, Man.—Woods & Metcalfe, of Winnipeg, have bot the elvtr. and mill of the Alexander Brown Mlg. Co.

Pt. Colborne, Ont.—The Maple Leaf Mlg. Co., Ltd., of Toronto, is planning to build an oatmeal plant in connection with its mill here.

Saskatoon, Sask.—The Quaker Oats Co. will enlarge its plant this spring. A 2-story factory and warehouse, about 50x165 ft., will be erected and the company will handle puffed wheat and rice.

Gladstone, Man.—The elvtr., warehouse and mill of the Echo Mlg. Co. burned Mar. 31, with a loss of \$150,000. An overheated bearing in the elvtr. shaft is thot to have been the cause of the fire.

Peterboro, Ont.—The Quaker Oats Co. will rebuild its burned elvtr. and mill. W. H. Denham, supt., has forwarded a check for \$15 to each of the firemen, who were on duty at the time of the fire.

Ft. William, Ont.—Leslie Boyd, of Montreal, Que., has been appointed chairman of the Dominion Grain Commission as successor to Dr. Magill, who resigned to become sec'y of the Winnipeg Grain Exchange.

Calgary, Alta.—The Alberta Farmers Co-operative Elvtr. Co. contemplates installing a private wire connecting its main offices with the trading room of the Winnipeg Grain Exchange, and giving direct connections with Minneapolis, Minn., Chicago, Ill., Ft. William and Pt. Arthur, Ont.

Calgary, Alta.—The Alberta Farmers Co-operative Co. will erect 40 elvtrs. in this province before the 1917 crop is harvested. The sites for 36 elvtrs. have been selected. The houses will have a capacity of from 35,000 to 60,000 bus. each and will cost approximately \$350,000. Other elvtr. companies are planning the erection of several elvtrs. this year.

Quebec, Que.—The Board of Trade held its annual meeting Mar. 29. In its report the government was asked to place 10,000,000 bus. grain storage at each of the ports of Quebec, Halifax and St. John, to take care of the grain, which is now coming over the Transcontinental Railway and being carried at a freight cost of about 1/4 less than it can be carried by rail and water to Montreal or New York. For want of proper facilities at Canadian seaports, according to the report, 1/2 of the grain from the west is being carried to New York and Portland for shipment.

Calgary, Alta.—Strong & Dowler have built 2 elvtrs. in Alberta and will build 10 more houses during the coming season.

Ft. William, Ont.—The Western Terminal Elvtr. Co., Ltd., has let contract to the Fegles-Bellows Engineering Co., Ltd., for the design and construction of a new fire-proof reinforced concrete treating plant, storage and boiler house, adjacent to the present elvtr. of the Western Terminal Co. The new plant will receive, clean and dry grain. A large capacity leg and scale will be installed for receiving and also shipping to car or boat. The treating house will have four 2,000-bu. garners to serve the scale, cleaning machines and drier. The storage annex consists of 22 bins and has a storage capacity of approximately 175,000 bus. Work will be started at once and the plant will be completed for fall business.

WINNIPEG LETTER.

George Lenton, former accountant for F. B. McLennan, grain dealer, is accused of having forged and passed a sale order for 5,000 bus. of wheat.

The recently incorporated Liberty Grain Co. has opened offices in the Grain Exchange Bldg. Report states that this company is controlled by the Peter Jansen Co.

The Grain Growers Grain Co. has subscribed \$350,000 to the Canadian war loan. Last year the profits of the company, which commenced business 10 years ago, with a capital stock of \$5,000, were \$572,804.

The United Grain Growers Co. has been formed by the consolidation of the Alberta Farmers Co-operative Elvtr. Co. and the Grain Growers Grain Co. of Manitoba. The capital stock is \$5,000,000. It allows two shares of the new company for one share of the Alberta Farmers Co-operative Elvtr. Co., and one share for each share of the Grain Growers Grain Co.

The following memberships in the Grain Exchange have been transferred: C. S. Langille to E. J. Dufresne, Le Comptoir Agricole, Ltd.; R. Hume, Edmonton, to H. Tooley, of W. H. McAndless; J. W. Allen to C. B. Piper, of Empire Elvtr. Co., Ltd., and R. A. Pike to J. E. Botterell, of Baird & Botterell. Jos. F. Greene, of Greene & Maddin, was admitted to membership on Mar. 29.—J. T. Irvine, ass't sec'y.

COLORADO

Montrose, Colo.—Guy M. Blair, of Delta, recently succeeded the Farmers Mill & Elvtr. Co. here.—R. E. Diemer, mgr. Montrose Flour Mlg. Co.

Wiggins, Colo.—The recently organized Farmers Elvtr. Co. has been incorporated, with a capital stock of \$20,000. Contract has been let for a 15,000-bu. elvtr.

Craig, Colo.—I have started in the grain, feed and coal business and contemplate installing a good up-to-date cleaner.—R. H. Howard, successor to Farmers Supply Co.

Julesburg, Colo.—We have let contract for the construction of a 25,000-bu. steel clad elvtr. to W. C. Bailey. A Hall Special Elvtr. Leg will be installed.—F. H. Barnes, financial sec'y Julesburg Co-operative Grain Co.

Padroni, Colo.—We will build a flour and feed wareroom and coal sheds here and an implement wareroom at Sterling. A complete line of farm machinery will be handled.—M. J. McMullen, mgr. Farmers Elvtr. & Supply Co., Sterling.

Hayden, Colo.—The Hayden Co-operative Elvtr. Co., incorporated; capital stock, \$25,000; incorporators, E. T. Shelton, J. D. Funk, and others. The company will build an elvtr., near the railroad, which will be finished in time to handle grain in the fall.

Ft. Collins, Colo.—W. A. Hackett has completed his 10,000-bu. elvtr. at this place.—X.

Fleming, Colo.—B. A. Batt is now mgr. of the Farmers Co-operative Elvtr. Co., which is having a Hall Special Elvtr. Leg installed in its elvtr.

DENVER LETTER.

We opened an office in the Cooper Bldg. Mar. 1 in order to keep in closer touch with the Western trade.—Flanley Grain Co.

The Colorado Mlg. & Elvtr. Co. has taken over the properties, which it has controlled for several years. Among these are the Ft. Collins Mlg. & Elvtr. Co., Ft. Collins; Northern Colorado Elvtr. Co., Wellington; Loveland Mlg. & Elvtr. Co., Loveland; Farmers Mlg. & Mercantile Co., Berthoud; Model Mlg. & Elvtr. Co., Greeley; and the plants at Evans, Windsor and Mead. There will be no change in the present business management of any of the mills or elvtrs. affected.

The Grain Exchange held its annual meeting and banquet on Mar. 6 at the Metropole Hotel. The reports showed a very gratifying increase of inspections of all grain and hay over the preceding year and in consequence, the treas. reported a surplus for the year. Fourteen new memberships were sold. The price of memberships was advanced from \$200 to \$300. No changes in the rules and regulations of the Exchange were made. The following officers were elected: Pres., George Clayton; sec'y, R. C. Johnson, and treas., J. F. Gallagher.

IDAHO

Star, Ida.—The Farmers Union is planning the erection of a large grain warehouse.

Hansen, Ida.—The Farmers Equity Co. has installed a Hall Signaling Distributor in its elvtr.

Burley, Ida.—The plant of the Burley Mlg. & Elvtr. Co., now under construction, is nearing completion.

Caldwell, Ida.—The recent report that we intended to build an elvtr. is incorrect.—Farmers Co-operative Ass'n.

Shelley, Ida.—The Shelley Mercantile Co. has started work on its new 50,000-bu. elvtr., 200-bbl. mill and warehouse.

Schillers spur (American Falls p. o.), Ida.—The Intermountain Farmers Equity Co. will install a Hall Distributor in its elvtr.

Ilo, Ida.—We will build a 50,000-bu. annex to our 75,000-bu. elvtr. at this place.—S. M. Lawrence, mgr. Lewis County Rochdale Co., Ltd.

Joel sta. (Moscow p. o.), Ida.—The Farmers Elvtr. Co. will be incorporated, with a capital stock of \$35,000, to establish a 50,000-bu. elvtr. and warehouse.

Dublin sta. (Winchester p. o.), Ida.—We will build a 50,000-bu. elvtr. on the L. N. & E. R. R.—S. M. Lawrence, mgr. Lewis County Rochdale Co., Ltd., Ilo.

Kuna, Ida.—E. L. Webb has bot and is operating an elvtr. at this place. He did not buy an elvtr. at Hansen as was recently reported.—J. W. Webb, Vona, Colo.

Broken siding (no p. o.), Ida.—We contemplate building an annex to our elvtr., at his station, on the Craig Mountain R. R.—S. M. Lawrence, mgr. Lewis County Rochdale Co., Ltd., Ilo.

Menan, Ida.—We will operate a line of warehouses and when business justifies will build a warehouse here and will operate at Rigby, Ririe, Iona, Grant and possibly 2 other stations this season. J. L. Stephens will be general mgr.—Menan Produce Co.

Weiser, Ida.—Construction work on the 2 new units, which the Weiser Mlg. & Elvtr. Co. is adding to its plant, is being rapidly pushed along. The improvements, which include increasing the capacity of the elvtr. to 175,000 bus., will cost about \$100,000. The Burrell Engineering & Construction Co. has the contract.

ILLINOIS

Sidney, Ill.—E. J. Anders has been elected mgr. of the Sidney Grain Co.

Pana, Ill.—I have succeeded G. F. Barrett & Son at this point.—Edw. McKee.

Mulberry Grove, Ill.—Thos. J. Rensch has installed a Boss Cracked Corn Grader.

Cropsey, Ill.—The Farmers Elevator Co. has purchased a residence for its mgr., Harry Heiser.

Pesotum, Ill.—Davis, Burton & Gardiner will install a Boss Air Blast Car Loader in their elevator.

Minier, Ill.—The Minier Grain Co. will equip its elevator with 2 Hall Signaling Grain Distributors.

Atkinson, Ill.—Mr. Cole has been retained as mgr. of the Farmers Elevator Co. at an increased salary.

Rantoul, Ill.—The capital stock of the Rantoul Grain Co. has been increased from \$10,000 to \$25,000.

Malta, Ill.—The safe in the elevator of J. C. Pierce was broken open recently but no money was taken.

Harvey, Ill.—W. C. Gordon is supt. of the Harvey Grain Co., which is erecting an elevator at this place.

Charleston, Ill.—G. B. & C. M. Griffin have purchased a Boss Air Blast Car Loader for their elevator.

Ridgefarm, Ill.—Frank Jones, prop. of an elevator here, sustained a heavy loss recently, when his home burned.

Allentown, Ill.—Walker & Elliff, of Mackinaw, bot and took possession Apr. 1 of the elevator of L. C. Russell.

Strawn, Ill.—Tjardes Bros., who recently purchased the elevator of Stottler Bros., have now opened it for business.

Sterling, Ill.—The organization of the farmers elevator company here has not been completed.—Thomas McCue.

Carlock, Ill.—L. E. Schwartz, mgr. of the Farmers Elevator Co. for a number of years, has resigned, effective May 1.

Princeton, Ill.—The Farmers Elevator Co. has bot a coal business, which it will conduct in connection with its elevator.

Lee Center, Ill.—We have installed an attrition mill, Clipper Cleaner, and electric power in our elevator.—A. F. Jeanblanc.

McComb, Ill.—The Farmers Grain, Fuel & Supply Co. has employed Scott Howard as mgr. of its recently acquired elevator.

Kinderhook, Ill.—Burglars entered the office at the elevator of D. Jones & Son Mar. 31 and blew open the safe. No money was obtained.

State Road (Mayview p. o.), Ill.—Tony Barton, of Jamaica, has taken possession of the elevator, which he purchased from F. C. Saddoris.

Flatt, Ill.—The recently organized Flatt Grain Co. will erect a concrete elevator during the summer. Ross Quick is sec'y of the company.

Grissold, Ill.—Farmers are organizing an elevator company, which will probably take over and operate the elevator of the Rogers Grain Co.

Cutmer, Ill.—Cutmer Grain Co. of Milford incorporated; capital stock, \$10,000; incorporators, F. C. Sumner, J. A. Murielt and C. E. Sinn.

Sinclair, Ill.—V. C. Elmore, of Ashland, has let contract for a 10,000-bu. cribbed elevator to the Burrell Engineering & Construction Co.

Morrison, Ill.—We purchased and took possession Apr. 2 of the grain, coal, ice and feed business of W. H. Burch.—M. Kleinschrodt & Son.

Knoxville, Ill.—John Cation has purchased the elevator and feed business of Chas. Wyman, who will devote his time to live stock shipping.

San Jose, Ill.—Marvin Romine has succeeded Will Heidel, who resigned as mgr. of the elevator of the Wayne Bros. Grain Co. to engage in cattle raising in Mississippi.

Lockport, Ill.—The Northern Illinois Cereal Co. is planning to build a 6-story plant to replace the structure, which burned a short time ago.

Watseka, Ill.—The Peoples Grain & Lumber Co., incorporated; capital stock, \$40,000; incorporators, A. W. Martin, J. W. Gregory and W. N. Daniel.

Joliet, Ill.—The will of the late John E. Bush, pioneer grain dealer, who died Jan. 2, has been probated. His estate has been left to his widow and children.

Peoria, Ill.—A. D. Campbell, Jr., J. C. Luke and Adolph Viesser, new mgr. of the Geo. W. Cole Grain Co., have applied for membership in the Board of Trade.

East St. Louis, Ill.—The Golden Grain Mfg. Co. has been granted a permit to erect a building, costing \$20,000, to replace its plant, which burned several months ago.

East Lynn, Ill.—L. W. Singleton, prop. of the west elevator, has leased a 5,000-bu. crib on the farm of M. H. Lewis and will use it to store oats on account of the car shortage.

Melvin, Ill.—Charles Milligan will be retained as elevator man by the Farmers Grain Co., which will take possession June 1 of the elevator recently purchased from Wm. Wheeler.

Greenville, Ill.—Carl Johnson and his sister, Gertrude, of Pittsburg, Ill., have bot and taken possession of the Greenville Elevator, owned by the Estate of A. F. Labhardt.

Alexis, Ill.—I resigned as mgr. of the Abingdon Grain Co. at Abingdon and on Apr. 1 bot and took possession of the 30,000-bu. elevator of Hefebower & Peterson.—C. E. Stumbaugh.

Galva, Ill.—E. L. Compton, formerly mgr. of one of the elevators of Hefebower & Peterson, has removed to Boston, Ind. De Witt De Forest is now in complete charge of the firm's elevators here.

Henry, Ill.—A thief entered the grain office of W. W. Dewey & Sons recently and appropriated the cash box, which contained nothing but a check, on which Mr. Dewey has stopped payment.

Ridgeville, Ill.—I have sold my elevator and residence property to Wm. Wykle, of Mahomet, Ill., possession to be given May 1. The elevator will be in charge of Louis Walker.—O. W. Madden.

Rockford, Ill.—Simons, Day & Co., of Chicago, have taken over the private wire office of Hulburd, Warren & Chandler. The former mgr. will remain in charge. The company has also taken over the office at Sterling.

Murrayville, Ill.—Our new elevator is now completed and we have employed John H. Shirly as mgr. for one year, starting Apr. 2. The plant, including the stock scales, cost almost \$14,000.—S. A. Bracewell, sec'y-treas., Farmers Elevator Co.

Springfield, Ill.—Murphy Grain Co. incorporated; capital stock, \$30,000; incorporators, G. J. Bronaugh, M. F. Murphy and Sim Fernandes. The company will open offices in the Ferguson Bldg. and will buy and sell all kinds of grain and produce.

Springfield, Ill.—A bill has been introduced by Representative Garesche, prohibiting the dealing in "puts and calls" and "ups and downs" of the Chicago Board of Trade. It provides a fine of from \$100 to \$1,000 and jail imprisonment as the penalty.

Joliet, Ill.—We have increased our capital stock from \$15,000 to \$30,000 and paid a stock dividend of 100% and a cash dividend of 10%. We have a surplus of \$20,506, which we accumulated in 4 years and paid a cash dividend each year of 8%.—Joliet Grain Co.

Bloomington, Ill.—The Macdonald Engineering & Construction Co. has been retained as designing and consulting engineers for a reinforced concrete transfer elevator for the Central Mill & Elevator Co. here. The elevator will have a capacity of about 150,000 bus. and will have facilities for loading and unloading cars, cleaning, clipping, drying, grinding and sacking.

Morrisonville, Ill.—Work is progressing on the large concrete elevator, which Louis Johnson is building to replace the one burned some time ago. A Hall Signaling Distributor is being installed.

Gibson City, Ill.—The Drummer Grain Co. has been re-organized with Harry Shirley as pres. and C. B. Goodrich, sec'y. The new company, the Farmers Grain Co., with a capital stock of \$10,000, has been incorporated to take over the property of the old company.

Orleans, Ill.—The Farmers Grain Co. has selected a site for its new elevator about 30 ft. east of its house, which burned last fall. Geo. W. Quick & Sons have the contract for the elevator, which will be of concrete and will have a capacity of more than 20,000 bus. It will cost about \$9,500.

Ocoya sta. (Pontiac p. o.), Ill.—We are installing a car puller, and replacing our double cylinder gasoline engine with a single cylinder engine of 25 h. p. The company has re-hired me and is modernizing the dwelling which it furnishes me.—A. F. Conrad, mgr. Farmers Elevator Co.

Paxton, Ill.—The Risser-Rollins Co. has commenced work on a new elevator, to replace the one destroyed by fire a few months ago. It will have a capacity of from 40,000 to 50,000 bus. and additional concrete grain storage tanks will be erected as needed. It is probable that 2 of these tanks will be built this summer.

Bloomington, Ill.—A meeting of the grain dealers of the county, located on the Big Four and Lake Erie roads, was held Apr. 2, with the freight agts. of the 2 railroads, to discuss possible means of getting cars for shipping grain now stored in elevators of the dealers. Commissioner Frank Funk, of the state public utilities commission, was present and took part in the discussion.

Kane, Ill.—On Mar. 10 our office was robbed and a small amount of money taken, but no damage was done. The office was again entered by thieves on Mar. 21. Nothing of value was taken but the lock on the inside door of the safe was broken, also the lock on the small tin box inside the safe. We had a card on the outside of the safe door stating that the safe was not locked and we think this saved the outside door from being molested.—Farmers Grain Co.

Monticello, Ill.—The elevator of W. L. Finson was badly damaged when the south side of it gave way under the weight of a large quantity of corn stored therein. When the corn was seen leaking Mr. Finson procured a ladder and tried to stop the leak by stuffing a sack into the hole. Finding that one sack was not enough he climbed down to get another and had gone only 10 ft. when the whole side of the elevator came loose. About 3,500 bus. of corn was scattered over the tracks.

Springfield, Ill.—The Boyer-Lyle Bill proposes the creation of a commission on markets, the commission to be a sub-division of the state dept. of agriculture. It is to be composed of representatives of producers, distributors, and consumers of food products, as well as a sort of information clearing house on food supplies, their cost and marketing processes. Under its regulatory powers it is to supervise and control all combinations of food dealers which may work to the detriment of the people's interest and welfare. The commission is to guide and direct the marketing of food-stuffs.

CHICAGO NOTES.

The finance committee of the Board of Trade has increased the rate of interest for the month of April, under the provisions of Section 15 of Rule XXII, to 6% per annum.

William E. Reid, Joseph B. Donahoe, W. W. Simpson and Emil Newman have applied for membership in the Board of Trade. August G. Neidhardt has been admitted to membership and the memberships of Marcus Hager, James L. Clarke, Finley Barrell, C. P. Cline and the estate of M. Shults have been posted for transfer. Memberships are quoted at \$5,350 net to buyer.

The firm of Merrill & Lyon, Inc., which had operated for 40 years, discontinued business Apr. 1 on account of the continued failing health of R. S. Lyon. M. C. Townsend, prominently identified with the business for many years, has gone with Warner & Wilbur.

INDIANA

Huntertown, Ind.—The Huntertown Grain Co. has purchased additional land here.

Frankfort, Ind.—J. C. Young, grain dealer, has returned from Daytona Beach, Fla.

St. Johns, Ind.—We sold our elvtr. at this station.—Raymond P. Lipe Co., Toledo, O.

Grabill, Ind.—The Witmer Grain Co. has increased its capital stock from \$15,000 to \$30,000.

Clinton, Ind.—The Clinton Mlg. Co., which formerly operated an elvtr. here, has been dissolved.

Evansville, Ind.—We have taken over the plant of the National Hay & Grain Co.—Edward F. Goeke Co., Inc.

La Fayette, Ind.—John N. Pultz will be in charge of the office, which we have opened in this city.—Heinmiller Grain Co.

La Porte, Ind.—The Mutual Grain Mlg. Co. has been incorporated. It will probably take over the plant of the La Porte Mlg. Co.

Auburn, Ind.—We will take possession May 1 of the elvtr., on the Vandalia, which we recently purchased.—Kraus & Apfelbaum, Ft. Wayne.

Forest, Ind.—A. E. Betts & Son are building an up-to-date elvtr., covered with galvanized iron. They will operate coal sheds in connection.

Arcola, Ind.—O. Gandy & Co., of South Whitley, have let contract for a 25,000-bu. cribbed elvtr. to the Burrell Engineering & Construction Co.

Fowler, Ind.—James Finley, who has been bookkeeper and weighmaster at the elvtr. for several years, has been retained by the new Farmers Elvtr. Co.

Bath sta. (College Corner, O. p. o.) Ind.—The Willey Grain Co. still owns the elvtr. here and did not sell it to F. S. Demoret as was recently reported.

Churubusco, Ind.—O. Gandy & Co., of South Whitley, have let contract for a 25,000-bu. cribbed elvtr. to the Burrell Engineering & Construction Co.

Liberty Center, Ind.—The Studabaker Grain & Seed Co. has let contract for the remodeling of its elvtr. to the Burrell Engineering & Construction Co.

Vandalia, Ind.—The Vandalia Elvtr. Co. has the material on the ground for the enlargement of its plant. The company is considering covering it with galvanized iron.

Keystone, Ind.—The Walker Grain Co. suffered the loss of 13½ bus. of clover seed and alfalfa seed, which was stolen from its elvtr. Mar. 25. The loss amounted to nearly \$175.

Crown Point, Ind.—I have bot the wholesale and retail grain, hay, flour and feed business of J. S. Crawford and expect to continue the business along the same lines.—J. Jay Baldwin.

Evansville, Ind.—Julius O. Artes, mgr. of the Union Elvtr., has been appointed chairman of the finance com'te in the city council here, of which body he has been a member for 4 years.—C.

Judyville, Ind.—Davis & Co. have let contract for a 40,000-bu. concrete elvtr. and a 5,000-bu. corn crib to the Burrell Engineering & Construction Co. This plant replaces the one burned Feb. 5.

Marion, Ind.—The Heavilin Mlg. & Coal Co. incorporated to do a general grain, milling and coal business; capital stock, \$15,000; incorporators, Geo. S. Heavilin, pres., Albert Heavilin, vice-pres., and V. E. Bromley, sec'y, treas. and general mgr. The company writes that it will not install an elvtr. this summer but will operate a Midget Mill.

Grand View, Ind.—We have purchased a site and will erect an elvtr. and warehouse. We will buy grain and all kinds of farm products and will sell flour and feed.—Rockport Mlg. Co., Rockport.

Hamilton, Ind.—The Hamilton Co-operative Shipping Ass'n incorporated to deal in grain and hay; capital stock, \$900; incorporators, Frank Bennett, David Marchant and Hiram Oberlin.

Twelve Mile, Ind.—The Twelve Mile Grain Co. incorporated; capital stock, \$10,000; incorporators, Percy E. Goodrich, Norman L. Bradfield and E. K. Sowash. Grain, hay and feed will be handled.

New Salem, Ind.—Frank Wright, who operates an elvtr. at Laurel, has started the erection of an elvtr. at this place. No railroad is located here so that automobile trucks will be used to haul grain to the cars.

More than 40 grain dealers of Indiana, thru the Indiana Grain Dealers Ass'n, contributed \$465 to the American Red Cross to be used in relief work at New Albany. Many other grain dealers sent money to the cyclone sufferers.

Evansville, Ind.—Joseph L. Taylor, of this city, who was recently appointed government grain inspector for southern Indiana and western Kentucky, failed to qualify for the job, as he was appointed to the position of justice of peace here.—C.

Foster sta. (Covington p. o.), Ind.—The Covington Grain Co. has let contract for the erection of 5 steel reinforced concrete grain tanks, 14 ft. in diameter and 40 ft. high. Improvements will be made in the elvtr. and the capacity will be 38,000 bus. when completed.

The following have recently been admitted to membership in the Indiana Grain Dealers Ass'n: Mutual Commission Co., Cincinnati, O.; W. L. Skinner Grain Co., Dunkirk, Ind.; H. C. Carson & Co., Detroit, Mich.; and the Belt Elvtr. & Feed Co., of Indianapolis, Ind.—Chas. B. Riley, sec'y.

Monticello, Ind.—Albert W. Loughry, who operated an elvtr. and mill here for the past 42 years with his brothers under the name of the Loughry Bros. Mlg. & Grain Co., died Mar. 26 at Chicago, Ill., where he had been spending the winter. He was a member of the Chicago Board of Trade. He is survived by his widow and 3 sons.

Winchester, Ind.—Pierre F. Goodrich, son of James P. Goodrich, governor of Indiana and member of the firm of Goodrich Bros. Hay & Grain Co. of Winchester, has offered his services to the naval reserve at Harvard University. Young Goodrich, who is a graduate of Wabash College at Crawfordsville, entered Harvard University last fall.—C.

New Albany, Ind.—Our grain elvtr. escaped the recent cyclone, and we were not injured in the least. The cyclone passed over the northern portion of the city, and laid flat everything in its path. By actual count there are 493 houses down, complete wrecks; property loss about \$1,250,000; 400 people are injured, and up to the present time 37 are dead and about 2,000 people out of homes. Ninety per cent of the houses, that were destroyed, were the homes of the working people.—J. S. McDonald, of McDonald & Co.

INDIANAPOLIS LETTER.

The Board of Trade has voted \$100 for the relief of the New Albany cyclone victims.

The Commercial Credit Co. incorporated to handle grain; capital stock, \$25,000; incorporators, F. Walker, R. L. Wilson and J. Lederer.

We are now in our new fireproof warehouse at 518 to 556 So. Senate St. and have about 16,000 square ft. of space.—McCoy & Garten.

Jesse Simpson, for the past 2 years a member of the Mutual Grain Co. here and previous to coming here mgr. of the Farmers Elvtr. Co. at Danvers, Ill., is now in the automobile business at Bloomington, Ill.

We have opened offices at this city and LaFayette, and will conduct a general business as receivers and shippers of grain. Our office here in the Board of Trade Bldg., will be under the management of F. G. Heinmiller.—Heinmiller Grain Co.

IOWA

McPaul, Ia.—Farmers are organizing an elvtr. company.

Holstein, Ia.—The Farmers Elvtr. Co. will build a new brick office.

Griswold, Ia.—The Farmers Union has bot the elvtr. of Turner Bros.

Strahan, Ia.—Harold Peterson is the new mgr. of the Farmers Elvtr. Co.

Salix, Ia.—Repairs have been made on the elvtr. of the Updike Grain Co.

Harlan, Ia.—Dow & Sandham have discontinued the grain business here.

Paulina, Ia.—Metcalf & Cannon will install a wagon dump in their elvtr.

Humboldt, Ia.—G. A. Arnold, of Blencoe, is the new mgr. of the Farmers Elvtr. Co.

Sutherland, Ia.—A new office will be constructed by the Farmers Grain & Supply Co.

Monona, Ia.—The new elvtr. of Gilchrist & Co. is now complete and ready for operation.

Lisbon, Ia.—M. Aler has bot the interest of John Broulik in the elvtr. of W. J. Fiala & Co.

Eagle Grove, Ia.—The Farmers Elvtr. & Supply Co. will build a new office this spring.

Superior, Ia.—Farmers are organizing an elvtr. company with a paid up capital stock of \$7,000.

Kinross, Ia.—James Good, of South English, is now mgr. of the Liberty Lumber & Grain Co.

Greene, Ia.—Phil Ritter has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Gilman, Ia.—The Farmers Elvtr. Co. has erected a 2-story building, to be used for its offices and store.

Ireton, Ia.—The recent report that Peter Christenson was mgr. of the Farmers Elvtr. Co. is incorrect.

Napier, Ia.—Jos. White has been retained as mgr. and A. V. Smith as ass't mgr. of the Farmers Elvtr. Co.

Melvin, Ia.—We did not remodel our elvtr. as was recently reported.—M. Case, mgr. Farmers Elvtr. Co.

Peterson, Ia.—The Farmers Elvtr. & Supply Co. will build another elvtr. or large warehouse this summer.

Rudd, Ia.—The Farmers Exchange Co. has built a flour and feed warehouse in connection with its elvtr.

Pierson, Ia.—We have let contract for a new 22,000-bu. elvtr., to be completed June 1.—Grettenberg Grain Co.

Adel, Ia.—G. W. Conant has bot the elvtr. of John Cornelson. He contemplates the installation of a feed mill.

Walcott, Ia.—Ernst Martens, who retired after managing an elvtr. here for a number of years, died Mar. 21.

Mason City, Ia.—The Farmers Elvtr. Co. has bot the warehouse of the Hoffer Seed Co. and will use it for storage.

Coon Rapids, Ia.—The E. Rothschild Co. has purchased the elvtr., grain and feed business of J. J. Grosenbaugh.

Rands sta. (Rockwell City p. o.), Ia.—Ray Harvey is now second man at the elvtr. of the Farmers Elvtr. Co.

Ira, Ia.—Work has been started on the new 20,000-bu. elvtr. of the Clark bros. Grain Co. It will be 80 ft. high.

Larchwood, Ia.—L. P. Gortewold has been retained as mgr. of the Farmers Elvtr. Co. at its recent annual meeting.

Gates sta. (Mentone p. o.), Ia.—McCaustland & Nelson will build elvtrs. at this place and Oakfield sta. (no p. o.).

Lorah, Ia.—J. A. Campbell & Sons have the material on the ground for the erection of an elvtr.—A. L. Burnham.

Slifer, Ia.—I am now mgr. of the Farmers Elvtr. Co. at this place.—Chas. E. Strong, formerly at Vernon Center, Minn.

Des Moines, Ia.—The annual convention of the Western Grain Dealers Ass'n will be held in this city Apr. 17 and 18.

Blencoe, Ia.—I am now agt. of the Nye Schneider Fowler Co. here and W. B. Johnson, of Ute, is second man.—L. C. Harris.

Wilke, Ia.—Will Helgeson, of Steen, Minn., now operates the elvtr. of H. F. Wilke and Mr. Wilke does the buying.—X.

West Union, Ia.—The Farmers Co-operative Co. is building an addition to its elvtr. to be used as an office and for the storage of feed.

Newburg, Ia.—The Farmers Elvtr. Co. has let contract for a 40,000-bu. concrete elvtr. to the Burrell Engineering & Construction Co.

What Cheer, Ia.—Work is progressing on the 12,000-bu. elvtr. for which Bird Dugger recently let contract to the Newell Construction Co.

Sargents Bluff, Ia.—The Farmers Elvtr. Co. will install a cleaner in its elvtr. A new engine and electric motor were recently installed.

Ritter, Ia.—The Farmers Elvtr. Co. will install a new wagon dump in its elvtr. A large lumber shed has just been completed by the company.

Davenport, Ia.—J. H. Curryer, formerly mgr. of the Purity Oats Co., has disappeared and his accounts show a shortage of approximately \$30,000.

Huxley, Ia.—A new engine has been installed in the elvtr. of the Farmers Grain Co. H. R. Sheldahl has been retained as mgr. of the company.

Hawarden, Ia.—Fred Rowe, who resigned as mgr. of the Farmers Elvtr. Co. at Langdon, is now agt. of the McCaull-Webster Elvtr. Co. here.

Storm Lake, Ia.—The old office of the Farmers Elvtr. Co. will be used for storage purposes as soon as the company builds its proposed new office.

Estherville, Ia.—Greig & Stockdale have let contract for the erection of several annexes to increase their storage capacity to the Younglove Construction Co.

Blencoe, Ia.—G. A. Arnold resigned Apr. 5 as mgr. of the Farmers Elvtr. Co. to take charge of an elvtr. at Humboldt. John Glaman, of Spencer, is mgr. here.

Spencer, Ia.—James Elder is the new mgr. of the Farmers Elvtr. Co., succeeding J. E. Glaman, who resigned to become mgr. of the Farmers Elvtr. Co. at Blencoe.

Waterloo, Ia.—David Savage, employed in the elvtr. of the Waterloo & Cedar Falls Union Mill Co., lost all the toes of his right foot Apr. 3 when his foot became entangled on a large grain screw conveyor. He was wheeling grain across the building when a plank broke, resulting in the accident.

Ralston, Ia.—A. Moorehouse has purchased the elvtr. and lumber business of Nicholson Bros. Jos. Nicholson will have charge of the business for the present.

Des Moines, Ia.—The Iowa Grain Co., incorporated; capital stock, \$25,000; incorporators, J. E. Greenman, pres., J. C. Lake, vice-pres., and P. W. Kinter, sec'y-treas.

Lanyon, Ia.—Improvements will be made this spring in the office of the Farmers Elvtr. Co. A new office will be built and the elvtr. will be reshingled and re-sided.

Des Moines, Ia.—Robert Harper, Jr., has returned to this city from El Paso, Tex., for the purpose of entering the grain business with his father, in the firm of Harper & Ward.

Panama, Ia.—Joseph Shaffer, while working in the elvtr. of the Albers & Pollock Grain Co., caught his foot in the engine. It was badly mashed before it could be removed.

Yorktown, Ia.—Cecil Gwynn has been taken into partnership with his father in the grain business and the firm name has been changed from John Gwynn to J. H. Gwynn & Son.

Allerton, Ia.—The Allerton Grain & Coal Co. has been incorporated. A. M. Alcorn is pres., C. F. Sprow, vice-pres., D. T. Solenbarger, sec'y, and O. B. Cobb, treas. of the company.

Wapello, Ia.—The Louisa County Farmers Union has purchased the elvtr. of Brown & Schafer for \$10,500. Possession will be given May 1. H. B. Stone is sec'y-treas. of the ass'n.

Rockwell City, Ia.—The Farmers Elvtr. Co. will wreck its present elvtr. and build a 25,000-bu. cribbed house, equipped with the latest machinery. It will be located on the Milwaukee R. R. and will be finished about July 1.

Bolan, Ia.—H. T. Doughan is in charge of the elvtr., which Mullen & Doughan recently purchased from J. A. Johnson. Mr. Mullen will remain in charge of the elvtr., which the firm owns at Hutchins, on the Milwaukee R. R.

Cumberland, Ia.—Rothschild & Peterson, of Atlantic, have bot and will take possession May 1 of the old elvtr. and trackage of William Cool. They will remodel or rebuild the elvtr. and place a son of one of the members of the firm in charge.

Grundy Center, Ia.—A. C. Miller has been appointed mgr. of the new 40,000-bu. elvtr. which Greig & Stockdale erected to replace the one destroyed by fire Dec. 24. The building is up-to-date in every respect and is covered with galvanized iron siding and roofing. The Younglove Construction Co. completed the elvtr. from above foundation in 21 working days.

New Market, Ia.—J. S. Harris, one of the owners of the New Market Grain Co., has filed suit against his partners, Earl and Chas. Hipsley, asking that A. A. Anderson be appointed receiver for the company. He states that the agreements between the company at the time of forming the partnership was an oral one, and that he has become dissatisfied with the manner of conducting the business. The liabilities of the company are reported to be about \$10,000.

Sioux City, Ia.—The Board of Trade on Mar. 28 voted to oppose the bill introduced in the legislature by Representative Frank C. Lake, which provides for the repeal of the "bucket shop" law. The bill, which prohibits the use of any telegraph or telephone wires in grain offices, has been reported out for passage by the com'te on commerce and towns. The Board has sent telegrams to Senator Charles F. Lytle urging him to use his influence to defeat the bill. Grain men declare that if the bill passes the legislature it will kill Sioux City as a grain market. It prohibits the trading for future delivery, both in futures and in cash grain in Iowa by anyone acting as an agt. The application of a lower grade than the grade of cash grain contracted for future delivery at a fixed difference in market value is also prohibited.

Henderson, Ia.—The new elvtr. of W. H. Harbour, together with its contents and machinery, burned Mar. 26. The building contained 4,200 bus. of wheat, 5,300 bus. of corn and 1,000 bus. of oats. The loss is estimated at \$20,000, a large part of which is covered by insurance. Plans for an up-to-date fireproof elvtr., to replace the burned house, are now being made. The fire is thot to have started in the cob house on the north side of the building.

Council Bluffs, Ia.—Contract for the construction of the new reinforced concrete 1,300,000-bu. elvtr. of the Chicago & North-Western Railway Co. has been let to the Witherspoon-Englar Co. The workhouse will be 165 ft. 8 in. long and 45 ft. 8 in. wide, with a 25 ft. first story. Seventy-two bins 70 ft. deep will have a total storage capacity of 309,500 bus. It will contain 3 receiving legs, 3 shipping legs, 2 cleaning legs, 2 clipper legs, 1 screenings leg, 2 drier legs, and 1 bleacher leg. The specifications call for 9 hopper scales of 2,000 bus. capacity each, 4 No. 11 clippers, 4 cleaners, and 1 smutter. The exact make of these machines has as yet not been decided upon. Thirty-six storage tanks, 21 ft. 11 in. inside diameter and 85 ft. deep, will have a combined storage capacity of 977,000 bus. The track shed, 70x151, will span 4 tracks and contain 6 receiving sinks. A two story building will contain offices, welfare building, shops, driers, boiler house, dust house, bleaching tower and sulphur house. The elvtr. will be operated by the Updike Elvtr. Co.

KANSAS

Liberal, Kan.—The C. M. Light Grain Co. is enlarging its office.

Olathe, Kan.—The Hadley Mlg. Co. has let contract for a 100,000-bu. elvtr.

Bison, Kan.—The Farmers Union contemplates the erection of a new elvtr.

Herkimer, Kan.—D. F. Roberts is building elvtrs. at this place and at Grantville.

Ludell, Kan.—The elvtr., which has been under construction here, is now completed.

Pratt, Kan.—The Pratt Mlg. & Elvtr. Co. will build a flour and feed warehouse, to cost \$8,000.

Moundridge, Kan.—The Farmers Elvtr. Co. will rebuild its elvtr. Electric power will be installed.

Chetopa, Kan.—W. Wilmoth has resigned his position with the Allen-Mead Grain Co. and will remove to Edna.

Kiowa, Kan.—The Mills Grain Co. has let contract for an elvtr. to replace the one which burned Mar. 12.

Muscatiah, Kan.—Calvert & Beven will build a 15,000-bu. elvtr. to replace their house, which burned last year.

Schroyer, Kan.—Jesse Tatman has succeeded E. J. Wolff as mgr. of the Farmers Grain, Stock & Mercantile Co.

Linn, Kan.—I am still operating under lease the elvtr. which I sold last summer to E. F. Adams.—F. H. Hoerman.

Junction City, Kan.—C. W. Borchardt is now grain buyer and supt. of our elvtr.—B. Rockwell Merchandise & Grain Co.

Leredo sta. (Langdon p. o.), Kan.—The recently organized Farmers Elvtr. Co. will build an elvtr. John Duncan is pres.

Kanopolis, Kan.—The Ellsworth Mill & Elvtr. Co., of Ellsworth, contemplates the erection of a flour mill at this place.

Kingman, Kan.—J. F. Stephens, of Minneapolis, has succeeded George Foltz as agt. of the Kansas Flour Mills Co. here.

Girard, Kan.—Owen Doty has been placed in charge of the recently acquired elvtr. of the Crawford County Farmers Union Ass'n.

De Soto, Kan.—We have purchased the elvtr. of the Gardner Grain Co. and will take possession June 1. It is equipped with up-to-date machinery and is in first-class condition.—Fred Gordon, of Gordon Grain Co.



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Ray, Kan.—The Farmers Grain & Supply Co. will repair and improve its elevr., installing an automatic scale, dust collector and dump.

Hutchinson, Kan.—O. L. Sherwood has resigned as mgr. of the Bolin-Hall Grain Co. and entered the lumber business on his own account.

El Dorado, Kan.—Otis Green, formerly mgt. of L. H. Powell & Co. at De Graff, has been transferred by the company to the elevr. here.

Anthony, Kan.—M. A. Princehouse, who has been mgr. of the elevr. of the Aetna Mfg. Co. at Wellington, is now mgr. of the Anthony Mills here.

White Cloud, Kan.—Frank Dougherty has resigned his position with the White Cloud Grain Co. and removed to Hubbell, Neb., to manage an elevr. there.

Anthony, Kan.—R. A. Drennan recently purchased at public sale for \$2,200 the 10,000-bu. frame elevr. on leased ground, of the defunct Ball Mfg. Co.

Garden City, Kan.—The elevr., grain mill and store room of the defunct Ball Mfg. Co. were recently sold at public sale to the Peoples State Bank for \$6,000.

Ottawa, Kan.—A receiver will be appointed for the Forest Park Mfg. Co., which owns an elevr. and mill here. The plant has been closed since December.

Alexander, Kan.—C. L. Wardlaw has purchased the 10,000-bu. elevr. of the defunct Ball Mfg. Co., on the A., T. & S. P. right-of-way, at public sale for \$2,225.

Carnegie, Kan.—Our elevr. at this place sacked somewhat last August and we raised it up and put in a new foundation.—Ellsworth Mill & Elevr. Co., Ellsworth.

Tonkaville, Kan.—Contract for a 70,000-bu. elevr. has been let by the Kemper-Fair Mfg. Co. This annex will give the company a total storage capacity of 110,000 bus.

Shilpton, Kan.—The Aunt Jemima Mills Co., of St. Joseph, Mo., has bot the 10,000-bu. iron clad elevr., on leased ground, of the defunct Ball Mfg. Co., paying \$2,550.

Merde, Kan.—The Co-operative Elevr. & Supply Co. has bot a Bows Air Blast Car Loader. This will replace its loader, which was demolished recently by a high wind.

Oakley, Kan.—The Hays City Mfg. & Elevr. Co. of Hays City, has bot the elevr. and grain business of the Equity Elevr. Co., James H. White is in charge of this elevr.

Robinson, Kan.—We have built a 16x28 ft. galvanized iron addition to our elevr. for flour and feed and are handling about a carload a month.—Farmers Union Ass'n.

Ely sta. (no p. o.), Kan.—Applications for sites for 3 elevrs. have been made at this station, which is on the extension of the Anthony & Northern R. R., north of Larned.

Ulen, Kan.—The Farmers Elevr. Co. is hauling sand preparatory for the erection of a 15,000-bu. elevr. J. H. Vogan has been retained as mgr.—J. E. Peters, mgr. Stevens-Scott Grain Co.

Tipton, Kan.—Theo. Hussen has been placed in charge of the recently completed elevr. of the Farmers Elevr. Co. The other elevr. here is operated by the Robinson Elevr. Co., with F. K. Latta as mgr.

Netawaka, Kan.—J. M. Green will remodel the elevr., which he purchased from J. O. Leath. A flour mill will be installed and the business will be conducted under the name of the Netawaka Mfg. & Elevr. Co.

Sherdahl sta. (Scandin p. o.), Kan.—The Farmers Union Elevr. & Business Ass'n, recently organized with a capital stock of \$10,000, is planning to increase the capacity of the elevr., which it purchased from J. W. Berry.

Lyons, Kan.—We installed electric current 4 or 5 weeks ago and find it very satisfactory. We believe it is a great improvement over the steam power, especially at the present time when coal is so high, but have not been using it long enough to make a definite statement as to the advantage in the change.—J. W. Long, vice-pres.-mgr. Central Kansas Mfg. Co.

Moundridge, Kan.—We have an electric motor on the ground and will use electricity to operate our plant as soon as the high line gets in from Wichita. It will probably be 2 weeks before it will be in use. Moundridge Mfg. Co.

Glascu, Kan.—The 20,000-bu. elevr. of the Morrison Grain Co., containing about 3,000 bus. of wheat, 7,000 bus. of corn and 2,000 bus. of oats, burned Mar. 26. The elevr. and contents were fully insured. Plans for rebuilding are now being made.

Caldwell, Kan.—We have built a concrete sack storage room, with a capacity of 5 cars of bags. This warehouse is under ground, beneath a section of the plant connected bottom and sides, and is an excellent storage for bags.—Caldwell Mfg. Co.

Great Bend, Kan.—H. L. Ayers is not mgr. of our elevr. as reported but will be asst. in our office and will have charge of the flour sales dept. C. L. Gunn and his sons are the sole owners and general mgrs. of our company.—Barlow County Flour Mills Co.

Plainville, Kan.—The Plainville Mill & Elevr. Co. has been declared bankrupt. According to report there is \$68,000 due farmers on wheat stored in the company's elevr., and one man holds a mortgage for \$29,000. The assets are placed at about \$50,000, with liabilities of approximately \$100,000.

TOPEKA LETTER.

The state inspection of hay by the state grain inspection dept. and the establishment of public railway tracks for cars loaded with hay is provided for in H. B. 491 recently passed by the senate. The bill was sent back to the house for the concurring in a slight amendment before going to the governor for his signature.

The Golden Belt Grain & Elevr. Co. has been incorporated, by E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, O. E. Jones, John F. Jones, and others, to build a 250,000-bu. concrete and steel public elevr., at a cost of \$75,000. Plans are being prepared for the structure, which will handle 100 cars of grain per day. The site decided upon is on the Union Pacific R. R. and the elevr. will be served by all other railroads entering the city. Contract will be let and work will commence on the structure about Apr. 15. Mr. Smiley will continue as sec'y of the Ass'n. Mr. Jones will move to this city from Wakeeney and take active charge of the elevr.

WICHITA LETTER.

C. S. Conover has been placed in charge of the newly established branch office of B. C. Christopher & Co.

Walter J. Coleman, mgr. of the branch office of the Pacific Elevr. Co. and the Hall Baker Grain Co. for several years, resigned Apr. 1 and has succeeded P. J. Mullin in the grain dept. of the Kansas Flour Mills Co. Mr. Mullin will remove to Danton, Tex., and later may enter the grain business. I. R. Carr, who has been in charge of the office of the Hall-Baker Grain Co. at Hutchinson, will succeed Walter J. Coleman as mgr. for the company here.

KENTUCKY

Owensboro, Ky.—The Owensboro Grain Co. has taken over the warehouses and other property of the Owensboro Warehouse Co., paying \$50,000.

Louisville, Ky.—The grain firm of Nesmith, Wilkes, Seaman Co. incorporated; capital stock, \$15,000; incorporators, Frank Nesmith, J. H. Wilkes and Earl J. Seaman.

Owensboro, Ky.—The Owensboro Grain Co., which recently purchased the steamer Alice Barr from parties at Evansville, Ind., will use the boat for towing grain on the lower Ohio river and its tributaries.—C.

LOUISIANA

De Ridder, La.—The De Ridder Grain Co., a subsidiary of the Lake Charles Grain Co., has moved into its new building. E. N. Johnson is mgr.

MARYLAND

Farmount, Md.—No elevrs. are located at this point.—X.

BALTIMORE LETTER.

John H. Joyeux, mgr. for J. Boligiano & Son, and G. Fred Obrecht, of P. Frederick Obrecht & Son, have applied for membership in the Chamber of Commerce.

On all sales of contract corn in this market the seller has the right to deliver at the same price natural or dried corn of any or all of the following grades: No. 1, 2 or 3 mixed, yellow or white.

At a general meeting, April 3, of the members of the Baltimore Chamber of Commerce, an amendment to the by-laws was adopted, increasing the minimum weights of carloads of grain for track, elevator, and future delivery to 1,100 bushels on wheat, corn, and rye and to 1,600 bushels on oats.

MICHIGAN

Pont, Mich.—No grain elevrs. are located here and never have been.—X.

Detroit, Mich.—H. M. Holart & Son are remodeling their elevr. and will install a dust collector.

Harrier Springs, Mich.—The proposed elevr. for this place has not as yet been established.—X.

Pt. Huron, Mich.—The Grand Trunk Elevr. Co. has been incorporated, with a capital stock of \$100,000.

Detroit, Mich.—The Beck Cereal Co. has discontinued the use of its track scales and has installed a Richardson Type Registering Scale.

Ironson, Mich.—Wm. M. Monroe & Son have let contract for a 20,000-bu. concrete elevr. to the Hurrell Engineering & Construction Co.

Fowler, Mich.—We purchased and took possession Feb. 21 of the Fowler Grain Mills, formerly owned by Jos. J. Martin.—Sturges & Sons.

Fairgrove, Mich.—The recently organized Farmers Co-operative Elevr. Co., incorporated; capital stock, \$40,000; incorporators, J. M. Duch and others.

Constantine, Mich.—The Farmers Elevr. & Coal Co. expects to sell its business to the Co-operative Buying & Selling Ass'n before Apr. 15.—W. G. Gibson.

Capac, Mich.—I have just purchased the interest of P. R. Dinmore in the elevr. here and will continue the business with H. P. Moughton.—C. R. Taylor.

Eden, Mich.—My elevr. was struck by lightning Mar. 27 and burned to the ground. I will build an elevr. of about 6,000 bus. capacity to replace it.—C. A. Davis. The burned structure contained 1,500 bus. of beans, 2 carloads of wheat and a large amount of hay and coal. Report states that the loss is covered by insurance.

Durant, Mich.—The E. B. Leighton Elevr. Co. has bot suit against Sheriff H. S. Griffin for \$5,000 damages, alleging that Griffin's action in seizing a large quantity of grain on an attachment secured by the Grand Trunk Ry. Co. was illegal. The railroad recently bot suit against the elevr. company for the price of a carload of wheat shipped from Chicago, Ill., which it claimed it had to pay for when a draft that accompanied the B/L was not collected.

Grand Rapids, Mich.—The Lawellyn Bean Co. has been incorporated; with a capital stock of \$500,000, to erect a bean elevr. here. A grain transfer, with a capacity of 400,000 bus., and bonded warehouse will also be established, the total investment to be approximately \$600,000, not including the capital stock of the 3 separate companies. The site for the bean elevr. has been purchased. The building will be 400x125 ft. and will have a spur track on each side. It will be one of the largest plants of its kind in the world. E. B. Lawellyn, who is identified with the Armour & Co. packing interests, is pres. of the company.

Charlotte, Mich.—Our company is organized but as yet we are not in a position to do business.—C. H. Kiplinger, sec'y-treas. Square Deal Co-operative Elevator Co.

Marshall, Mich.—We are now organizing the Farmers Co-operative Elevator Co., with a capital stock of \$40,000. We have not decided whether we will rent or build an elevator.—Homer Clute, sec'y.

MINNESOTA

Luverne, Minn.—The elevator of E. A. Brown was closed several days on account of the engine becoming disabled.

Blue Earth, Minn.—The Farmers Elevator Co. has let contract for the erection of an elevator to the Newell Construction Co.

Hopkinton, (Anchorage p. o.), Minn.—George Henderson is now agent for Louis Schuster, mgr. of the Speltz Grain & Coal Co.

Luverne, Minn.—The Coffey-Miller Grain Co. will handle ice and will use the basement of its elevator for the storage of this commodity.

Red Wing, Minn.—J. E. Danielson has taken over the elevator of Danielson Bros. All the elevators at this station are open for business.—X.

Kloster, Minn.—The newly organized Farmers Elevator Co. has bot the elevator of the Western Elevator Co. for \$2,500. Possession will be given June 1.

New Prague, Minn.—The International Mfg. Co. has let contract for 500,000 bus. concrete grain storage to the Hurrell Engineering & Construction Co.

Dotson sta. (Springfield p. o.), Minn.—E. Williams, of North Dakota, is the new mgr. of the Farmers Elevator Co. Ora Trautman is now stock buyer for the company.

Shannon, Minn.—The Farmers Elevator Co., which recently purchased the old elevator of the Cargill Elevator Co., will remodel it and build coal sheds in connection. John Fox is pres. and J. J. Gildersleeve is sec'y of the company.

MINNEAPOLIS LETTER.

James M. Wallace, pit man for several years for the Van Dusen, Harrington Co., is now with the Minnesota Grain Co.

H. D. Bliss, of Lake City, formerly connected with Nichols & Taylor, and a member of the Chamber of Commerce, died recently.

Frank V. Blakeley, formerly of F. H. Penney & Co., died Apr. 2 of spinal meningitis, which resulted from an injury received several years ago.

The elevator of the Marfield Grain Co., containing 1,500,000 bus. of wheat, burned Apr. 3. The fire is thought to have been of incendiary origin. Estimated loss \$3,000,000.

A. A. Von Hagen, traveling solicitor for the McCarthy Bros. Co., was drowned at Mandan, N. D., while attempting to make train connections with several other traveling men.

The American Flour & Cereal Mills Co. will place its 300,000-bu. elevator, 500-hbl. rye mill and 200-hbl. flour mill in operation about Apr. 15. Thomas L. Clark is pres. of the company.

The following memberships in the Chamber of Commerce have been posted for transfer: From H. P. Watson to Watson & Moore; L. E. Katzenbach to James A. Connolly, and E. L. Welch to Clarence H. Green.

ST. PAUL LETTER.

A bill, providing for the separation of the grain inspection dept. from the railroad and warehouse commission, has received favorable recommendation from a committee of the state senate.

An appropriation of \$50,000 has been recommended to pay the expenses of an interim commission of the Minnesota Legislature, to investigate grain exchanges. The proposed investigation has been favorably voted upon by a house committee.

A bill permitting the state to engage in the grain business and erect state-owned elevators, has been introduced in the legislature.

A bill before the senate extends for 5 years the option of the city of Duluth on a state dock site to be used for a municipal grain elevator.

The bill, giving shippers a lien on grain exchange memberships for any indebtedness arising from the purchase of grain, has been passed.

The bill intended to compel the installation of track scales instead of hopper scales at terminal elevators, has been defeated by a vote of 81 to 41.

The Capital City Mfg. & Grain Co. is planning the erection of a 100,000-bu. elevator, adjoining its mill. W. E. Coles, Jr., is pres. of the company.

The Equity Co-operative Grain Exchange has been working without rules or regulations, according to the admissions of its officers. The quotations used are based on those secured from the Minneapolis Chamber of Commerce. Hedging has also been done thru the pit of the Chamber of Commerce.

MISSOURI

Lilbourn, Mo.—Plans are being made for the erection of an elevator here.

Clinton, Mo.—Farmers are planning to form a company and build an elevator.

Fredericktown, Mo.—The Fredericktown Mfg. Co. contemplates the erection of a large warehouse west of its present elevator.

St. Charles, Mo.—The Home Mfg. Co., operating an elevator and mill, will install electric power.

Whitton, Mo.—I have no elevator, but keep grain in steel bins. This station is on the Wabash.—A. Whitton.

Aurora, Mo.—M. L. Coleman, pres. of the Majestic Mfg. Co., operating elevators in Missouri, died recently, aged 67 years.

Pickering, Mo.—The Last Grain Co., operating an elevator, has purchased a coal business to be handled in connection.

California, Mo.—John E. Pearson, formerly in the grain and milling business here for 35 years, died Mar. 20, aged 85 years.

Weston, Mo.—Julius Rumpel, prop. of the R. & B. Elevator, is constructing a concrete building, adjoining the elevator, to house a co-bid mill.

Pleasant Grove, Mo.—H. L. Hiesler traded his elevator to O. C. Harriman for a farm and Mr. Harriman has sold the elevator to Chas. Edmondson, Wallace W. Burger, Phil Grove.

Hickston, Mo.—J. H. Kay, aged 73 years, father of David H. and James Kay, mngs. of the Miles-McMullin Grain Co., died recently. His son, Kay, is mgr. of the South east Missouri Grain Co. at Malden.

Leeton, Mo.—The recently incorporated Farmers Elevator Co. has purchased the elevator from the Livingston Trading Co. of which J. H. Walters was mgr. E. R. Hamacher, of Windsor, will manage the business for the new company.

The following have been admitted to membership in the Missouri Grain Dealers Ass'n: Savannah Grain Co., Savannah; Brownfield & Tarr, Craig; Farmers Elevator Co., Craig; John Donnan, Mound City, and Fritz Langshennig, Niburnholton.

Palmyra, Mo.—R. W. Hecker, sec'y-treas. of the recently organized Farmers Elevator Co., suffered a stroke of paralysis and fell unconscious recently in the court room where he was addressing a number of farmers in the interest of the new company.

Clinton, Mo.—No change has been made in the management of our business in the past 5 years. When we rebuilt our plant, which burned a year ago, we decided to change the name from the J. H. Knecke Mfg. Co. to our present name as L. E. Keyes is pres., and L. W. Keyes, sec'y of our corporation.—Keyes Mill & Elevator Co.

Palmer, Mo.—W. H. Perrine & Co., of Chicago, Ill., will commence work soon on the wrecking of their old elevator, and the erection of a new building to replace it.

Jefferson City, Mo.—The Missouri Legislature adjourned without passing the bill, providing for state hay inspection in Kansas City, St. Louis, St. Joseph and Springfield.

KANSAS CITY LETTER.

R. R. Lyons, formerly with the Shumore Shields Grain Co., is now local mgr. for the Bartlett Fracker Co.

Florien P. Clark, formerly mgr. of the branch office of Ware & Island in this city, died Mar. 20 of tuberculosis at Dallas, Tex.

Houston, Okla. & Co. have added the wire service of Clement, Curtis & Co., Chicago, Ill., to their grain and stock trading facilities.

Charles E. French has resigned as traveling solicitor for the E. D. Fisher Commission Co. to engage in the automobile business at Oklahoma City, Okla.

Allen Cunningham, of the Shumore Shields Grain Co., has been admitted to membership in the Board of Trade on transfer from John R. Toulmin.—E. D. Higelow, sec'y.

E. L. Hutton, supervisor of inspections in the Kansas grain inspection dept., has declined an offer of the chief inspectorship in the inspection dept. of the Omaha Grain Exchange.

E. W. Langenberg, of the Langenberg Bros. Grain Co., St. Louis, has bot the Board of Trade membership of Chas. T. Neal for \$8,500, which includes the transfer fee of \$500. This is a new high price for memberships and is \$250 higher than the last previous sale. The company will not open a branch office at present.

ST. JOSEPH LETTER.

J. L. Frederick has returned from a 2 months' vacation in Hot Springs, Ark.

The St. Joseph Hay & Grain Co. has succeeded the St. Joseph Hay & Feed Co. H. L. Drennon is prop.

Two electric moisture testing machines have been installed in the office of the state grain inspector to take care of the heavy receipts of corn at this market.

R. E. Hastings, of the St. Joseph Public Elevator Co., and F. R. Warwick, Jr., of the Wood Grain Co., have applied for commission in the Quartermaster's Department of the U. S. Army and are making weekly trips to Kansas City for instructions.

Advantage is being taken of every spare moment by T. P. Gordon to superintend the construction of his new country home east of St. Joseph. The location is on the farm on which Mr. Gordon spent his boyhood days.

Douglas L. Hoyer, who recently was elected sec'y of the Missouri Grain Dealers Ass'n, while visiting in the building, had his traveling bag and overcoat purloined from the office of the Hunsell-Gillett Grain Co. At the present he is making his office with this firm but will shortly move to Mexico, Mo.—A.

ST. LOUIS LETTER.

E. Lowitz & Co., of Chicago, Ill., have moved into new offices here.

The offices of the sec'y and other executives of the Merchants Exchange will be moved to the first floor of the Exchange Bldg.

The firm of Connor Bros., composed of M. J. P. P., William P. W. M., and James A. Connor, which was declared bankrupt some time ago, has been granted a hearing, to be held May 4, on a petition to have a full discharge as partners and individuals from all debts provable against the partnership.

MONTANA

Three Forks, Mont.—The Hagen-Berg Co., of Minneapolis, Minn., has bot the elevator of the Gribben Grain Co. and will take possession July 1.

Geraldine, Mont.—The Greeley-Schmitt Elvtr. Co. will build a 25,000-bu. elvtr.

Virgelle, Mont.—The Farmers Produce Co. will install a Hall Special Elvtr. Leg in its elvtr.

Cascade, Mont.—The State Elvtr. Co. is planning to build several new elvtrs. in Montana this year.

Butte, Mont.—Lauzier & Wolcott have opened an office here and will act as correspondents of Logan & Bryan.

Yantic sta. (Chinook p. o.) Mont.—A. S. Lohman, banker, merchant and sheepman, will build an up-to-date elvtr.

Gage, Mont.—The recently organized Farmers Elvtr. Co. bot the elvtr. at this place.—C. Brathwaite, mgr. Farmers Elvtr. Co., Roundup.

Westby sta. (Westby, N. D., p. o.), Mont.—The Farmers Grain & Trading Co. has increased its capital stock to \$50,000 and purchased a hardware and implement business for \$37,000.

Whitetail, Mont.—This station has 2 elvtrs., operated by the Hanson & Barzen Mfg. Co., of Minneapolis, Minn., and American Canadian Farmers Elvtr. Co. C. W. Johnson did not build an elvtr. here.—X.

Stevensville, Mont.—C. B. Calkins has been elected pres. and W. C. Culbertson, sec'y, of the recently organized Stevensville Flour Mill Co., which will start work at once on the erection of a 20,000-bu. elvtr. and mill.

Windham, Mont.—The Farmers Equity Ass'n has let contract and started work on the erection of 4 concrete grain tanks, of 50,000 bus. capacity, as an addition to its elvtr. A 40x60 ft. warehouse will also be constructed. The improvement will cost about \$15,000.

Whitefish, Mont.—The Whitefish Chamber of Commerce has appointed a com'te to secure data for an elvtr. here. If no outside capital decides to build we will form a local company to meet the demand for an elvtr. The population is now nearly 3,000.—R. H. Wiedman, sec'y.

Glendive, Mont.—The recently incorporated Glendive Mfg. Co. has let contract for a reinforced concrete elvtr., mill and warehouse, with steel equipment, legging and spouting, to the Northwestern Mill Construction Co. Chas. Krug is pres. and W. W. Clarke, sec'y-mgr., of the company.—G.

Hamilton, Mont.—The Hamilton Cereal & Flour Mill Co. is making plans for the erection this summer of 5 large concrete grain tanks. Four of the tanks will be 25 ft. in diameter and 60 ft. high. They will be built in a circle, leaving room in the center for the 5th tank. Mr. Welk is mgr. of the company.

Fife, Mont.—The elvtr. of the Farmers Elvtr. Co. burned Mar. 30, entailing a loss of between \$35,000 and \$40,000. Spontaneous combustion is supposed to have caused the fire. The elvtr. and its contents, consisting of 17,000 bus. of wheat, were fully insured. It will be rebuilt at once. This station is 15 miles southeast of Great Falls.

Ravalli, Mont.—The Reservation Farmers Elvtr. Co., operating elvtrs. here and at Dixon, has closed its elvtra. on account of financial difficulties. Report states that a large quantity of grain has disappeared and that the company owes farmers for 5,000 bus. of wheat. Arrangements have been perfected with the sureties on the bond of the company to protect the farmers having grain in storage with the company. The wheat in the elvtr has been attached by a banker.

NEBRASKA

St. Edward, Neb.—Farmers are organizing an elvtr. company.

Ithaca, Neb.—The Farmers Elvtr. Co. has decided to build an elvtr.

Hubbell, Neb.—T. W. Daugherty is the new mgr. of the Farmers Elvtr. Co.

Rogers, Neb.—The Wells Abbott Nieman Co. is having a Hall Special Leg installed in its elvtr.

Graf, Neb.—The Farmers Union has bot the elvtr. of the Central Granaries Co.

Wymore, Neb.—The elvtr. of the Farmers Grain, Lumber & Coal Co. will be enlarged.

Elsie, Neb.—Report states that the Farmers Equity Union has bot the West Elvtr. here.

Shelby, Neb.—An elvtr. will be erected here this year. A. C. Dunning is interested in the project.

Alda, Neb.—A. B. Minor has succeeded A. J. Filsinger as agt. of the Trans-Mississippi Grain Co.

Filley, Neb.—Raymond Andrews has been retained as mgr. of the Farmers Elvtr. Co. for the coming year.

Beaver Crossing, Neb.—Roscoe Gibson has taken charge of the elvtr. of the Nye Schneider Fowler Co.

Yutan, Neb.—An attempt was made recently to rob the grain office of the Farmers Union Elvtr. Co.

Humphrey, Neb.—Harry Cruickshank, of Cornlea, will be the new agt. of the T. B. Hord Grain Co. here.

Marquette, Neb.—O. Hayes has succeeded C. H. Gale, who resigned as agt. of the T. B. Hord Grain Co.

Curtis, Neb.—Peter Simpson, of Genoa, is now mgr. of the Curtis Mills, operating 2 elvtrs. and a mill here.

Silver Creek, Neb.—We will build a 30,000-bu. elvtr. this summer.—E. L. Ives, mgr. Farmers Elvtr. Co.

Malmö, Neb.—S. A. Schmidt has resigned as mgr. of the Farmers Elvtr. Co. to engage in the implement business.

Cornlea, Neb.—Harry Cruickshank has resigned as agt. of the Crowell Lumber & Grain Co. and will move to Humphrey.

Bee, Neb.—We are building 2 new coal bins, which will give us a total capacity of 250 tons of coal.—F. A. Engler, of Bee Elvtr. Co.

Decatur, Neb.—The Decatur Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Hugh Gallup, J. M. Gallup, and others.

Chappell, Neb.—The contract has been let for the addition to the elvtr. of the Farmers Elvtr. Co. and work will be started at once.

Blair, Neb.—Nathan Foster, for many years engaged in the grain and lumber business here, died at Los Angeles, Cal., Mar. 15, aged 70 years.

Barneston, Neb.—The old elvtr. of the Farmers Union is being wrecked and contract has been let for a new house to be built on the present site.

Blair, Neb.—Pete Christensen, who has been mgr. of the Farmers Elvtr. Co. at Tekamah, on Apr. 15 will take charge of the Farmers Elvtr. Co. here.

Ainsworth, Neb.—J. Pharris, who has been in charge of the elvtr. of the Nye Schneider Fowler Co. at Johnstown, on Apr. 1 was transferred to the company's elvtr. here.

Lincoln, Neb.—A proposed constitutional elvtr. was passed Mar. 28 by the house, with one vote to spare over the three-fifths majority required. It is the McAllister-Fries Bill, House Roll No. 615.

Greeley, Neb.—We have just completed a 20x20 ft. addition to our elvtr., with galvanized iron sides and roof, costing about \$800. This will give us much needed room.—Farmers Co-operative Co.

Glenwood Park (Kearney p. o.), Neb.—The Farmers Grain & L. S. Co., which bot the elvtr. of the Omaha Elvtr. Co., will install new automatic scales and give the elvtr. a general overhauling.—H. E. Beadle.

Fremont, Neb.—Delay in the arrival of steel for the foundation of the new mammoth elvtr. of the Nye Schneider Fowler Co. is holding up operations. The new amendment permitting the state of Nebraska to own and operate terminal grain house will be erected just east of the site of the one which burned a few months ago.

Dwight, Neb.—James Vachal has resigned his position in the elvtr. of the Nye Schneider Fowler Co. and will move on a farm.

Liberty, Neb.—R. E. Reitz, who recently went to Unadilla to take charge of the elvtr. of the Duff Grain Co., has returned to Liberty to succeed D. Draucker, who resigned as agt. of the Wright-Leet Grain Co.

Giltner, Neb.—We have bot the elvtr. of J. C. Miles and now have possession. Mr. Miles still has some wheat on hand there, but we are now buying and taking in corn and oats. The firm name will be the Highland Grain Co. and L. E. Highland will be mgr. We will handle coal in connection with the grain business.—Highland & Son, Sweetwater.

OMAHA LETTER.

L. E. Conklin, of Douglas, Kan., is now connected with the United Grain Co.

The recently incorporated Equity Grain Co. has purchased a membership in the Grain Exchange.

John A. Kuhn, mgr. of transportation for the Updike interests for a number of years, has resigned to open a transportation bureau here for grain men.

NEW ENGLAND

Pittsfield, Mass.—The John S. Wolf Co., handling grain and feed, has moved into new quarters.

Raymond, N. H.—The grain plant of W. H. Bailey was recently threatened with destruction by fire.

Westerly, R. I.—The grain elvtr. and grist mill of the C. W. Campbell Co. burned Mar. 22, entailing an approximate loss of \$150,000. Incendiarism is suspected as there was no fire in the plant since February.

Boston, Mass.—The Chamber of Commerce has recruited a "home guard," consisting of members over 35 years of age, to relieve the National Guard in guarding railroads, bridges, etc. Three companies, of 50 men each, have been organized by the grain men of the Chamber. They began drilling Apr. 2 in the Commonwealth Armory. The movement is under the direction of Arthur S. Heathfield, Robert S. Coffin, Albert K. Tapper, Milton L. Cushing and Walter E. Smith. The state has already appropriated \$1,000,000 for the use of its soldiers.

New London, Conn.—The state of Connecticut contemplates the construction of a grain elvtr. at its terminal development here. The present work under construction is approximately 85% complete, consisting of a pier 1,000 ft. in length, 200 ft. in width with the usual sheds as superstructure. Innovation of warehouse 100 x 800 ft. located on pier. Depth of water in approaches, 35 ft.; slip width, 265 ft. Direct rail connections to the New York, New Haven & Hartford Railroad, Central Vermont and Grand Trunk System. State owned railway yard adjacent to pier. It is believed that grain can be delivered to this port by way of the Grand Trunk and Central Vermont Lines to the State owned railway yard, by way of the New York, New Haven & Hartford Railway Co. via Poughkeepsie bridge, and by means of the 2,000-ton barges thru the Erie Canal, Hudson River and Long Island Sound. Delivery of grain by the third method could be brot into the slip areas and delivered to the grain elvtr. by means of belt conveyor for time-storage. It is believed that the Commission can offer a very favorable proposition to companies interested, either to lease the required room with water facilities at a very nominal rental for a long period, the company to construct and operate the elvtr. or the company to lease on a percentage basis of cost and to operate the elvtr. constructed with State funds. This dept. is desirous of getting in touch with companies who might be interested in this development.—W. E. Clark, resident engineer, Rivers, Harbors & Bridges Commissions.

Boston, Mass.—Charles P. Washburn, grain dealer, has practically recovered from his recent illness.

Boston, Mass.—The L. A. Provandie Co. has incorporated, with a capital stock of \$25,000, to handle grain and cereals.

Oxford, Mass.—The Oxford Grain Co. has bot the coal business of Daniel M. Howe and will handle it in connection with the grain business.

North Adams, Mass.—The Berkshire Coal & Grain Co. will build a 40 x 60 ft. wooden and cement storehouse for grain, flour and cement.

NEW YORK

Ogden, N. Y.—The Jenks Grain Co. has renewed its lease for another year on the Rutland Elvtr.

Sidney, N. Y.—The erection of a large feed elvtr. is contemplated by the Delaware County Pomona Grange.

Johnstown, N. Y.—The L. L. Streeter & Sons Co. incorporated to handle grain, feed and hay; capital stock, \$80,000. Incorporators, L. S., J. Burton and Kate Streeter.

BUFFALO LETTER.

The 14th annual meeting and dinner of the New York State Millers Ass'n was held Apr. 3 at the Ellicott Club.

Daniel E. Newhall has formed a new grain corporation, with a capital stock of \$50,000. His sons, Hayden and Edward S. Newhall, are associated with him. The grain business established by Mr. Newhall many years ago will be continued, with offices in the Chamber of Commerce Bldg.

The firm of F. J. Maurer, Inc., has been incorporated to do a general grain merchandising business, receiving and shipping, and to handle consignments. Offices have been opened in the Chamber of Commerce Bldg. F. J. Maurer, who is pres., has been ass't. treas. of the Eastern Grain Mill & Elvtr. Corporation for several years.

Howard J. Smith has resigned as sec'y of the Lake Grain Elevating Ass'n and Walter Voss has been elected to the place. Mr. Smith had been with the ass'n for 20 years. He resigned to become mgr. of the Exchange Elvtr. and has opened offices in the Chamber of Commerce Bldg. The Exchange Elvtr. will be operated independently.

The Lake Grain Elvtr. Ass'n, which controls the Electric, Superior, Export, Kellogg, Wheeler, Monarch, Evans and in a modified way the Dellwood Elvtr., and the Western Elevating Association, which controls the Great Eastern and Dakota, have been consolidated. The pres. of this new ass'n is H. T. Kneeland, of the Electric Elvtr.; vice-pres., C. H. Williamson; sec'y and treas., Walter Voss. The Exchange Elvtr. remains independent under the management of Howard J. Smith. There will also remain out as before the Marine, Concrete, Mutual and Connecting Terminal, the last 2 being railroad houses and not allowed to enter a combination.

NEW YORK LETTER.

We have removed to 15 Whitehall St.—Schlithuis & Co.

Strauss & Co., of San Francisco, Cal., are making plans to open a buying office in this city.

Efforts are being made by the grain interests in the Produce Exchange to have a large elvtr. erected in or near the city, preferably at the Erie Basin, as part of the new Barge Canal Terminal system. The appropriation as made did not include provision for the construction of an elvtr., but Frank M. Williams, state engineer, states that a pier, about to be constructed at the Canal Terminal, will be so designed that it can be made to carry at a future time such portion of the elvtr. as would be required for the loading of grain on vessels.

Raphael C. Ransom, grain merchant of Antwerp, has applied for membership in the Produce Exchange, and H. B. Watson and John E. Seaver have been admitted to membership. Monass M. Marks, Joseph Seifer, G. J. van Waveren and David A. Hargett, of Hull & Hargett, Charlotte, N. C., have been elected associate members.

NORTH DAKOTA

New Salem, N. D.—The Farmers Union will erect an elvtr. here this season.

Kathryn, N. D.—The Farmers Elvtr. Co. will install 2 Hall Signaling Grain Distributors.

Crosby, N. D.—The Farmers Co-operative Elvtr. Co. and the Crosby Mfg. Co. will be consolidated.

Tower City, N. D.—Fire in the scale pit of the elvtr. of the Equity Elvtr. Co. caused a damage of \$500.

McCanna, N. D.—Farmers are organizing an elvtr. company and will probably buy one of the houses here.

Alfred, N. D.—I have removed from this place to Eckelson.—G. W. Jagevik, formerly agt. Powers Elvtr. Co.

Arnegard, N. D.—Henry Wilson has succeeded F. O. Peterson, who resigned as mgr. of the Farmers Elvtr. Co.

Alice, N. D.—H. A. Ziegler, who has been agt. of the Monarch Elvtr. Co., will move on his farm 6 miles from town.

Colfax, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. burned Mar. 29. Two box cars also were destroyed.

Rolla, N. D.—John Reppeto, agt. of the Great Western Grain Co., has left for Montana, where he intends to go into business.

McVie, N. D.—While working around the elvtr. here, Allen McDougall had one of his legs broken between the knee and thigh.

South Heart, N. D.—The Farmers Grain Co. is building coal sheds and will handle coal, flour and twine in connection with its grain business.

Grand Forks, N. D.—J. D. Bacon has let contract for a 30,000-bu. up-to-date elvtr. to T. E. Ibberson to replace the one recently destroyed by fire.

Selz, N. D.—We understand that the farmers are planning to organize and purchase the elvtr. of Schmitz & Co., which has been closed for the past year.—X.

Cathay, N. D.—We have organized the Farmers Elvtr. Co., but have not decided whether we will build or buy one of the elvtrs. here.—T. Gedrose, temporary pres.

Mayville, N. D.—Julius Baker has succeeded J. H. Miller as mgr. of the Farmers Grain & Mfg. Co. Mr. Miller is now sales mgr. of the Superior Mfg. Co. at Superior, Neb.

Galesburg, N. D.—I have bot the elvtr. of the Cargill Elvtr. Co. and will have it repaired and put in shape for next year's crop.—I. Iverson, mgr. Farmers Elvtr. Co., Hatton.

Cayuga, N. D.—The firm of Norman & Smith, which has conducted the elvtr. here for the past year, has been dissolved. Mr. Norman has purchased the interest of Frank Smith.

Pt. Emma (Guelph p. o.), N. D.—The elvtr. of the Northwestern Elvtr. Co. has been closed and will not be opened until Aug. 1. J. J. Wallace, agt., is now in the hardware business at Guelph.—W.

Kloze Siding (Sydney p. o.), N. D.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, Michael Toay, Alfred Johnson and others. The company will build an elvtr. on the Midland Continental R. R.

Stanton, N. D.—The Farmers Co-operative Elvtr. Co., will commence work in about 2 weeks on the erection of a 40,000-bu. elvtr., equipped with up-to-date machinery, for which it recently let contract.—Geo. Boepple, mgr.

Wimbledon, N. D.—We will build a new elvtr., up-to-date in every respect, to replace our house, which burned Mar. 11. Loss on the elvtr., \$2,000; grain fully insured. Work on the new elvtr. will commence as early as possible. We have not decided what machinery will be installed.—John Holden, mgr. Farmers Elvtr. Co.

Lidgerwood, N. D.—The Movius Elvtr. is closed. The St. Anthony & Dakota Elvtr. Co. intends to build an up-to-date elvtr. this year to replace its house, which burned last summer. We contemplate overhauling our elvtr. W. J. Parizek is now agt. of the Thorpe Elvtr. Co. here.—J. E. Sedivy, agt. Osborne-McMillan Elvtr. Co.

Marion, N. D.—The recent fire at our elvtr. was not large. It started from a chimney in the engine room and was confined to the one building, which was practically a total loss, covered by insurance. The machinery was not damaged as the building was covered, inside and outside, with steel sheeting, which confined the fire so that it was easily handled.—Farmers Elvtr. Co.

Enderlin, N. D.—The Farmers Elvtr. Co. has let contract for an up-to-date 40,000-bu. elvtr., electric motors driving direct to heads and machines. It will be equipped with 3 electric motors, 6-ton dump scale, 1,500-bu. automatic scale, cleaner and manlift. It will have an asbestos roof. The Younglove Construction Co. has the contract for this elvtr., which replaces the one burned last July.

Northwood, N. D.—The Northwood Mfg. & Light Co. will probably become bankrupt and disorganize on account of the involuntary bankruptcy proceedings filed against 2 directors of the company. During its 4 years of operation of the elvtr. and mill a deficit of \$42,000 has resulted. This amount was furnished by the John Miller Commission Co., which is now attempting to recover thru legal proceedings.

Mandan, N. D.—An order to start proceedings against 20 farmer elvtr. mgrs. on charges of violating state anti-trust and anti-combination laws has been issued by Judge J. Hanley, in district court, to State's Attorney Johns, of Mercer County. This is the first step against any of the farmers co-operative elvtrs. in North Dakota or Minnesota, and will test to what extent the companies approach combinations.

Bismarck, N. D.—The following laws were recently enacted by the legislature: H. B. 113—Providing a means for reinstatement of corporations which have failed to report to the secretary of state. H. B. 335—Increasing the fee from \$5 to \$10 which elvtrs., warehouses and other corporations shall pay the examiner for establishing a uniform accounting system. H. B. 195—An act to prevent unfair discrimination by railroad companies in the furnishing of cars to the different elvtr. companies at any railroad station in this state. S. B. 96—Relating to and regulation of warehouses and providing for the issuance of warehouse receipts and for the negotiating of such receipts. S. B. 215—Providing for owners of warehouses and elvtrs. to require sidetracks and railroad services, where such warehouse is on such right of way. S. B. 318—Providing that members of co-operative corporations may provide in their articles of incorporation limitations upon the voting privileges of members thereof, limitations to shares of stock therein and also for the disposition of the earnings of such corporation. S. B. 314—Creating a uniform state grade for wheat, oats, barley, rye, flax and all other grains, seeds and agricultural products; creating and establishing the office of state inspector of grades, weights and measures and providing for deputies; also fees for same, and providing for state aid for marketing facilities and the establishment of state owned marketing places, and providing for inspection of licensed warehouses by competent accountants and expert grainmen, and authorizing the employment of such accountants and making an appropriation therefor.

Grenora, N. D.—The recently incorporated Farmers Elevator Co. will erect this spring a 75,000-bu. up-to-date concrete elevator, at an approximate cost of \$18,000. Mr. Flesjer is mgr. of the company, which has been buying grain on track during the fall and winter.

Wyndmere, N. D.—We repaired our old elevator and have added to it an up-to-date elevator. The Equity Elevator Co. will build a new office, install a cleaner, and make other changes. The elevator of the Osborne-McMillan Elevator Co. is closed for the balance of the season.—J. L. Olson, mgr. Farmers Elevator Co.

Elizabeth sta. (Fingal p. o.) N. D.—We intend to rebuild at once our elevator, which burned Mar. 11. When first discovered the roof was about to fall. Grain in store, 10,000 bus., fully insured. Approximate loss on the building, \$8,000, partly covered by insurance.—C. F. Easton, agt. Dodge Elevator Co.

OHIO

Ottawa, O.—The Putnam Grain Co. has discontinued business here.—P. M.

Lilly Chapel, O.—Farrar & Wood have commenced the erection of an elevator.

Paulding, O.—The Paulding Equity Exchange has been organized to buy an elevator here.

Hamler, O.—A. J. Ringlein has succeeded J. H. Miller as mgr. of the Hamler Grain & Stock Co.

Cincinnati, O.—A. A. Bender, grain and hay dealer, has applied for membership in the Chamber of Commerce.

Cleveland, O.—Mr. Montfort, of Oatman & Montfort, recently underwent a successful operation for appendicitis.

Van Wert, O.—The office of the Northern Grain Co. was entered by thieves recently but nothing of value was taken.

Columbus, O.—The annual meeting of the Ohio Millers State Ass'n will be held Apr. 25 and 26 at this city.—Frank H. Tanner, sec'y.

Sedalia, O.—The Sedalia Grain & Lumber Co. incorporated; capital stock, \$25,000; incorporators, Harry P. Thomas and others.

Sherwood, O.—We will sell our elevator at this place to the recently organized Farmers Co-operative Co.—Raymond P. Lipe Co., Toledo.

Van Wert, O.—The home of Harvey Eikenbary, grain dealer, was entered by thieves recently and diamond rings, valued at \$1,000, were stolen.

Waynesville, O.—We have bot the elevator of F. F. Bennick & Son and will build an office and feed and flour room.—Younce Bros. Grain Co., Brookville.

Middle Point, O.—Samuel Hessian has bot the half interest of Clyde Richey in the elevator of the Middle Point Grain & Hay Co. Mr. Hessian is now mgr.—M.

Washington C. H., O.—The Washington Mfg. Co., operating a 100,000-bu. elevator and mill, has been incorporated; capital stock, \$200,000; incorporators, J. E. McLean, D. T. Craig and others.

Cincinnati, O.—Richard Fleming, formerly of Gowling & Fleming, will go with the A. C. Gale Grain Co. Alfred Gowling will continue the business of Gowling & Fleming under his own name.

Grafton, O.—The Bennett Mfg. Co. has added 4 concrete grain tanks, with a total capacity of 50,000 bus., to its original contract with the Burrell Engineering & Construction Co. for a flour mill.

Pemberville, O.—We have installed electric motors in our elevator, which we are remodeling. Every machine and the elevators, carriers and drags will be run by separate motors, except the feed grinder, which has two 15 h. p. electric motors. Our current is 3 phase, 60 cycle, 220 volt, which gives a perfectly steady run to the motors and machinery.—S. D. Peoples, mgr. Pemberville Elevator Co.

Urbana, O.—Our warehouse was purposely set on fire by a mischievous boy, who is now in the reform school. Our machine man accidentally happened to pass the warehouse soon after the fire was kindled. If it had not been discovered then no doubt we would have been burned out. There was no loss.—Blose Bros.

McGill, O.—Our elevator, which burned recently, had a capacity of from 35,000 to 40,000 bus. It was a frame house with steel siding and roof. We had \$14,000 insurance on the grain and \$8,000 on the building. It contained 17,000 bus. of oats and 6,000 bus. of corn. We saved 12,000 salvage. We intend to rebuild this year.—Brady Bros.

Willshire, O.—The elevator, operated by Behymer Bros., under the name of the Willshire Grain Co., located on the Clover Leaf R. R., burned Mar. 28. The fire was caused by a spark or a hot box. The estimated loss of \$29,500 is covered by insurance. The salvage will probably be \$5,000 or \$6,000 and is being handled for account of whom it may concern.

Celina, O.—The elevator of the Palmer & Miller Grain Co. burned Mar. 27. The fire started in the office at the south end of the plant and was probably due to a defect in the electric wiring. Loss, \$31,100; insurance, \$19,000. The salvage is being handled for account of whom it may concern but it is hardly likely that the assured will secure enough out of the salvage to equal his loss above the insurance on stock.

OKLAHOMA

Faxon, Okla.—The Lawton Grain Co. has purchased the elevator here.

Purcell, Okla.—The Gibson Elevator Co. will install a Boss Cracked Corn Grader.

Big Cabin, Okla.—An incendiary recently attempted to burn the elevator of R. H. Drennan.

Kingfisher, Okla.—Fire in the office of the Farmers Elevator Co. recently caused a loss of \$1,000.

Binger, Okla.—The Neway Cotton & Grain Co. has been incorporated, with a capital stock of \$10,000.

Peckham sta. (no p. o.), Okla.—Farmers are forming a company to operate an elevator and handle farm products.

Billings, Okla.—E. B. Wyckoff, formerly of Hammon, is not in charge of an elevator here as was recently reported.

Darrow, Okla.—I have removed from this place to Croft, Kan.—Roy Bender, formerly agt. Arkansas City Mfg. Co.

Altus, Okla.—The Leger Mill Co. has let contract for a 100,000-bu. concrete elevator to the Burrell Engineering & Construction Co.

Minco, Okla.—The Farmers Elevator Co. incorporated; capital stock, \$10,000; incorporators, Henry Betche, I. G. Wood and R. E. Green.

El Reno, Okla.—The Rasp-Reinertson Grain Co. has been dissolved by mutual consent and the business will be continued by T. J. Rasp.

Kingfisher, Okla.—The Oklahoma Mfg. Co. has let contract for concrete grain tanks, of 75,000 bus. capacity, to the Burrell Engineering & Construction Co.

Weatherford, Okla.—Improvements are being made in the elevator and mill which the Thomas Mfg. Co., of Thomas, took over from the Citizens Mill & Elevator Co.

Greenfield, Okla.—J. A. Barney, agt. of the Geary Mill & Elevator Co., had one of his fingers taken off his left hand when it caught in the wagon dump at the elevator.

Laverne, Okla.—The recently organized Farmers Elevator Co. has bot the 10,000-bu. elevator, general store and other property here of the defunct Ball Mfg. Co., at public sale for \$4,025.

Drummond, Okla.—The elevator of the defunct Ball Mfg. Co., in course of construction, on leased ground, has been purchased at public sale for \$2,500 by the Halstead Mill & Elevator Co., of Halstead, Kan.

Enid, Okla.—The Millers Mfg. Co. has been incorporated by Fred B. Miller, and others. Mr. Miller, who was formerly mgr. of the Enid Mill & Elevator Co., is pres. of the company, which has taken over the elevator and mill of the Farmers Mill & Elevator Co. Plans are being made to erect 100,000 bus. additional grain storage and double the capacity of the mill. D. A. Williamson is supt. of the plant.

OKLAHOMA CITY LETTER.

New sample tables are being installed on the trading floor of the Board of Trade.

H. B. 72, which authorizes the establishment of grain exchanges and the dealing in futures in Oklahoma, has been signed by the Governor.

H. B. 588, known as the inspection bill, did not meet with the Governor's approval, consequently the old state inspection law will remain in force.

Clark Burdick has sold his elevator and grain business here and will devote his entire time to his Kansas interests. He is now located at Wichita.

OREGON

Stayton, Ore.—A. D. Gardner will install a Combination Boss Cracked Corn Grinder and Grader.

Enterprise, Ore.—We contemplate the erection of a concrete elevator, of about 100,000 bus. capacity.—Woolgrowers Warehouse Co.

Portland, Ore.—The Washington public service commission has asked to join with the Oregon commission in holding hearings to establish the various grades for hay and grain in the two states as soon as the Oregon grain inspection law goes into effect in May. This will mean that after the law becomes effective all grades of hay and grain in both states will be uniform. As Idaho and Montana hay and grain come thru Washington and Oregon, the standards adopted will govern the entire Pacific Northwest.—D.

PENNSYLVANIA

Woodbine, Pa.—The Woodbine Roller Mills have installed a Boss Cracked Corn Grader.

Wingerton sta. (Waynesboro p. o.), Pa.—Wm. H. Beachley, of Hagerstown, Md., has bot the elevator of J. E. Berger.

Butler, Pa.—H. J. Klingler & Co. are building a 5-story 50x60 ft. warehouse in connection with their elevator and mill.

Erie, Pa.—I have taken over the grain business of Richard C. Arbuckle and will continue the business in the Marine Bank Bldg.—E. H. Suerken.

New Bloomfield, Pa.—Garber & Co. contemplate the erection of a combination grain and coal elevator. Storage for 20,000 bus. of grain will be provided.

Chambersburg, Pa.—The corner of the large concrete storage building of the Lakeview Mfg. Co. broke and fell out recently, due to the weight of wheat stored behind it. More than 3,000 bus. spilled out on the ground, but was saved.

PHILADELPHIA LETTER.

The elevator, warehouse and stable, owned by William Wills, burned Mar. 23, entailing a loss of several thousand dollars.

W. O. Fehling, George H. Fetzler and Joseph C. Hutchinson have applied for membership in the Commercial Exchange.

A recent fire, the result of a dust explosion in the dust collector of the Keystone Elevator, on the Pennsylvania R. R., caused a damage of several hundred dollars. The elevator contained about 75,000 bus. of grain.

SOUTH DAKOTA

Canton, S. D.—Geo. E. Searles is now agt. of the Hunting Elevator Co.—O. A. Streater.

Wessington, S. D.—Farmers are organizing an elvtr. company.

McIntosh, S. D.—The elvtr. of the Columbia Elvtr. Co. burned recently.

Worthington, S. D.—G. M. Brenner will install a Boss Cracked Corn Grader.

Roscoe, S. D.—The elvtr., owned by Hof-fart Bros., has been destroyed by fire.

Bemis, S. D.—F. A. Kreger is now agt. here for E. A. Brown.—C. W. Bremer.

Dante, S. D.—Jos. Melmer is now agt. for M. King.—John Cihak, mgr. Farmers Ass'n.

Dell Rapids, S. D.—I will wreck and re-build my elvtr. and coal sheds this season.—A. B. Gillette.

Tacoma Park, S. D.—Emil Nelson, of Bath, has been appointed grain buyer at the new elvtr. here.

Harrold, S. D.—We will repaint this spring and install a new engine and cleaner.—F. Pettyjohn.

Harrisburg, S. D.—We intend to rebuild this summer.—W. W. Thorpe, mgr. Farmers Elvtr. & Supply Co.

Wecota, S. D.—The elvtr. of the Security Elvtr. Co. is the only house in operation at the present time.—X.

Kingsburg, S. D.—G. O. Blugin is now mgr. of the Farmers Elvtr. Co.—Roy Kenyon, agt. King Elvtr. Co.

Sioux Falls, S. D.—C. D. Siegfried, of St. Louis, Mo., has succeeded F. K. Jory with the Flanley Grain Co.

Vilas, S. D.—The Farmers Elvtr. Co., of Howard, is planning the erection of an elvtr. here according to report.

Albee, S. D.—The elvtr. of the McCaull-Webster Elvtr. Co. is closed.—A. R. Christenson, mgr. Farmers Elvtr. Co.

Fulton, S. D.—W. W. Webb is now agt. of the Hubbard & Palmer Co.—G. W. Brewer, mgr. Farmers Elvtr. Co.

Crandall, S. D.—N. Henjum is now agt. of the Pacific Elvtr. Co. and I am mgr. of the Farmers Elvtr. Co.—M. Jones.

Bonesteel, S. D.—O. A. Rounds is now mgr. for Williams & Corbitt and I am mgr. for Ed. S. Donahue.—John P. Gorman.

Chelsea, S. D.—The elvtrs. of the Pacific Elvtr. Co. and C. W. Derr are closed.—S. O. Winge, agt. Security Elvtr. Co.

Vienna, S. D.—The elvtr. of I. J. Flanders is closed. Walter Bergstresser is now agt. of the Northwestern Elvtr. Co.

Brandon, S. D.—The Farmers Elvtr. Co. operates 2 elvtrs. here, which are the only houses at this station.—S. Severson, mgr.

Estelline, S. D.—Peter Utegarde is now agt. of the Atlas Elvtr. Co. The elvtr. of G. W. Van Dusen & Co. is closed.—Thos. Ford.

Freeman, S. D.—M. K. Hofer has let contract for wrecking his old elvtr. and the erection of a 50,000-bu. elvtr. to replace it.

Butler, S. D.—The elvtr. of the Empire Elvtr. Co. is closed. S. S. Anderson has purchased the elvtr. of the Bristol Elvtr. Co.—X.

James, S. D.—E. H. Lehman is now agt. of the Ferney Farmers Elvtr. Co., and I am agt. of Potter, Garrick & Potter.—H. E. Ferris.

Grover, S. D.—The Northwestern Elvtr. Co. has discontinued the grain business here.—M. H. Wheelock, mgr. Farmers Elvtr. Co.

Claire City (Eddy p. o.), S. D.—Clarence Satre is now agt. of the National Elvtr. Co.—A. Hendrickson, mgr. Farmers Grain & Fuel Co.

Redelm, S. D.—The Farmers Equity Union has been organized to build an elvtr. on the Cheyenne River branch of the C. M. & St. P.—W. T. Searson, Dupree.

Houghton, S. D.—G. W. Van Dusen & Co. have taken over the elvtr. of the Atlas Elvtr. Co. and retained J. E. Barth as agt. The company is not operating its old elvtr. The elvtr. of G. W. Pfitzenreuter is closed.

Watauga, S. D.—The Columbia Elvtr. Co. is operating the 40,000-bu. elvtr. which it built last year.—A. B. Coutts, agt. at Morristown.

Draper, S. D.—We purchased and are operating the 20,000-bu. elvtr. of the Kimball Mfg. Co., on the Milwaukee.—John A. Stolt & Son.

Faith, S. D.—An elvtr. will be erected by the Farmers Equity Union, which has just been organized at this station.—W. T. Searson, Dupree.

Naples, S. D.—Fire has completely destroyed an elvtr. here, causing a loss of \$15,000. Several thousand bus. of grain and seed burned.

Dimock, S. D.—The Farmers Elvtr. Co. and our company are the only regular grain dealers here.—H. B. Hayes, agt. C. W. Derr Elvtr. Co.

Loyalton, S. D.—We have bot the elvtrs. of the Reliance Elvtr. Co. and are the only regular grain dealers here.—Equity Union Exchange.

Morristown, S. D.—The Equity Elvtr. Co. has installed a new engine, mill and other new equipment.—A. B. Coutts, agt. Columbia Elvtr. Co.

Davis, S. D.—The elvtr. of the Monarch Elvtr., which was destroyed by fire, has not been rebuilt.—John R. Ellis, mgr. Farmers Elvtr. Co.

Tabor, S. D.—W. T. Glynn is now in charge of the elvtr. of the Glynn Bros. Elvtr. Co.—A. J. Soukup, mgr. Farmers Co-operative Ass'n.

Canova, S. D.—J. A. Wick is now mgr. of the Canova Elvtr. Co. The elvtr. of J. T. Scroggs is closed for the season.—C. P. Van Dewater.

Diamond, S. D.—E. Foss is agt. of Ely, Salyards & Co., operating a 30,000-bu. elvtr. on Lake Traverse.—J. G. Peterson, mgr., Browns Valley, Minn.

Frederick, S. D.—The elvtr. of the Empire Elvtr. Co. is closed. B. F. Sheldon is agt. of our elvtr. No. 1 and C. Tackland is agt. of Elvtr. No. 2.—L. B. Geisler.

Hurley, S. D.—Rundell & Rundell are now operating the elvtr. formerly owned by C. F. Corkill, who is no longer in the grain business here.—Ohlsen Bros.

Melham, S. D.—The town was formerly known as Phelps sta. (Willow Lakes p. o.). Our elvtr. is the only one here.—P. R. Potter, mgr. Dakota Farmers Elvtr. Co.

Dolton, S. D.—Fred Tillman has succeeded D. S. Glanzer as agt. for the Mayer & Tschetter Grain Co.—D. J. Graber, agt. Farmers Land, Loan & Grain Co.

Gettysburg, S. D.—We have taken over the elvtr. of the Atlas Elvtr. Co. A. Collins is now agt. for D. H. Curran.—F. C. Moody, agt. G. W. Van Dusen & Co.

Canastota, S. D.—Grant Roberts is now mgr. of the Farmers Elvtr. Co. and J. F. Muehl is mgr. of the McCook County Grain Co.—E. O. Doak agt. J. J. Mullaney.

Ben Clare (Valley Springs p. o.), S. D.—We are building a 20,000-bu. addition to our 10,000-bu. elvtr., which will be completed by July 1.—Agt. L. B. Spracher & Co.

Victor, S. D.—The recently incorporated Farmers Elvtr. Co. has bot our elvtr. G. Knudson is pres. and Wm. Nelson is sec'y of the company.—L. Anderson, mgr. Nicol & Anderson.

Ethan, S. D.—The elvtr., which C. Ocherking, of Crofton, Neb., purchased from the Shaw Grain Co., is closed at present. C. P. Enright is operating the 37,000-bu. elvtr., which he bot from T. M. Stewart. The Farmers Elvtr. Co. operates two 30,000-bu. elvtrs. here.

Langford, S. D.—A. C. Jensen is now agt. of the Brown County Farmers Elvtr. Co., Cecil E. Danielson, of the Empire Elvtr. Co.; R. G. Crannell, of the Farmers Grain Co.; D. Holdridge of the Williams Elvtr. Co.; Jacob Palmquist of Roberts & Palmquist, and I am agt. of the National Elvtr. Co.—J. P. Hughes.

Huffton, S. D.—The elvtr. of the Cargill Elvtr. Co. has been closed since Oct. 27. The Equity Exchange will repair its elvtr. this summer and make it up-to-date in every respect.

Broadland, S. D.—The regular grain dealers at this place are the Equity Union Exchange, C. G. Buchele, mgr., and our company.—W. F. Lytle, agt. G. W. Van Dusen & Co.

Erwin, S. D.—The elvtr. of the A. W. Stone Estate is closed. John Johannesen is agt. for G. T. Snyder, who operates 2 elvtrs. here.—G. H. Johnson, mgr. Farmers Elvtr. Co.

Brandt, S. D.—P. J. Peterson has bot the elvtr. of the Davenport Elvtr. Co. E. F. Tollefson is now agt. for E. A. Brown and H. O. Wohler is mgr. of the Farmers Mutual Elvtr. Co.

Leola, S. D.—Suthmiller & Schnerele have bot the elvtr. of Regan & Hooper. H. E. Nagel is now agt. of the Eagle Roller Mills Co.—J. W. Wallrich, mgr. Leola Equity Exchange.

Kennebec, S. D.—A scoop shoveler is buying some grain here. The elvtr. of C. W. Derr is closed and our elvtr. is the only one in operation now.—C. C. Irwin, agt. McVan Elvtr. Co.

Elk Point, S. D.—P. Simenson is now mgr. of the Elk Point Elvtr. Co. and W. R. McKenzie is agt. of the McCaull-Webster Elvtr. Co.—Chas. Gill, mgr. Farmers Union Elvtr. Co.

Hanton sta. (Watertown p. o.) S. D.—Frank Ruhr is now agt. here for E. A. Brown and I am agt. of the Davenport Elvtr. Co. Both elvtrs. are closed for the season.—J. G. Bauer.

Jim Creek (Browns Valley, Minn., p. o.) S. D.—Ely Salyards & Co. operate a 20,000-bu. elvtr. on Lake Traverse. with A. O. Olson as agt. and myself as mgr.—J. G. Peterson, Browns Valley, Minn.

Alpena, S. D.—The regular grain dealers here are Till & Koch, John Cook, mgr.; Siberz Bros. & Craig Co., John Newarth, agt.; A. H. Betts, John Wahl, agt.; and our company.—Farmers Elvtr. Co.

Jensen's Island (Browns Valley, Minn., p. o.) S. D.—Ely, Salyards & Co. operate a 20,000-bu. elvtr. on Lake Traverse, with T. M. McLaren as agt. and myself as mgr.—J. G. Peterson, Browns Valley, Minn.

Hitchcock, S. D.—F. J. Pangburn is now agt. for G. W. Van Dusen & Co., Wm. Gross is mgr. for John Kingere and John Hengelfelt is mgr. of the Farmers Elvtr. Co.—E. E. Monroe, agt. Atlas Elvtr. Co.

Groton, S. D.—The elvtr. of J. B. Me-harg and the elvtr. of Western Elvtr. Co. have been dismantled. The Merchants Elvtr. Co. has closed its elvtr. L. B. Geisler has succeeded Geisler & Sheldon.

Lantry, S. D.—The Farmers Equity Union has been organized here, with a capital stock of \$20,000, to build an elvtr. S. M. Talbot is pres. and Paul Speker, sec'y-treas. of the ass'n.—W. T. Searson, Dupree.

Bruce, S. D.—Paul Walters bot or leased the elvtr. of the Sol Walters Mercantile Co. last fall. We will handle machinery in connection with our elvtr. in the future.—Lars Larson, mgr. Farmers Co-operative Co.

Carthage, S. D.—J. J. Harrington, formerly agt. of the Independent Elvtr. Co., has taken over its elvtr. The elvtr. of J. T. Scroggs has been purchased by W. C. O'Brien, who was formerly agt. for Mr. Scroggs.

Dupree, S. D.—The Farmers Equity Union has been organized to build an elvtr. at this station, which is on the Cheyenne River branch of the C. M. & St. P. A. G. Davis is pres. and O. J. Gage, sec'y.—W. T. Searson.

Jefferson, S. D.—We have purchased the elvtr. of J. J. Mullaney and now operate 2 elvtrs. The other elvtr. here is owned by the Tiedeman Elvtr. Co., with R. D. Authier as agt.—C. J. Brown, mgr. Farmers Elvtr. Co.

Arlington, S. D.—The Central Dakota Mill Co. has succeeded the Shane Bros. & Wilson Co. The company is being incorporated, with a capital stock of \$100,000. Officers have not as yet been elected.—L. J. Wahl, mgr.

Hecla, S. D.—We are doing some repair work on our elvtr. and are building an addition to our office for a directors' room. J. F. Sanky is now mgr. of J. E. Scott & Co.—Chas. W. Estee, mgr. Hecla Co-operative Elvtr. Co.

Aberdeen, S. D.—The grain office of the Quinn-Shepherdson Co., which was in charge of H. R. Hasvold, has been discontinued at this place. J. H. McLaughlin is now agt. of the Pacific Elvtr. Co.—Farmers Equity Exchange.

Arlington, S. D.—The elvtr., which G. W. Van Dusen & Co. took over from the Atlas Elvtr. Co., has been closed since Dec. 1, 1916. Wm. Waldron is now mgr. of the Farmers Elvtr. Co.—Edw. Rogholt, agt. Geo. P. Sexauer & Son.

Amherst, S. D.—C. A. Carlson & Son have taken over the elvtr. of Potter, Garlick & Potter and employed Nate Baker as agt. J. L. Hirsh is now agt. of the St. Anthony & Dakota Elvtr. Co.—W. L. Pennell, mgr. Farmers Grain Co.

Eagle Butte, S. D.—The Farmers Equity Union has been organized, with a capital stock of \$25,000, to erect an elvtr. on the Cheyenne River branch of the C. M. & St. P. Geo. Newhoff is pres. and E. W. Clark, sec'y-treas.—W. T. Seanson, Dupree.

Belle Fourche, S. D.—The regular grain dealers here are Harriss & Pettigrew, with T. M. Pettigrew as mgr.; Miller Bros., and the Tri-State Mlg. Co., C. A. Quamberg, mgr. The milling company has installed new machinery in its elvtr. and mill.

Delmont, S. D.—The regular grain dealers at this place are J. M. Doyle; Carlson Elvtr. Co., A. M. Terry, agt.; Huntingt Elvtr. Co., Ed Bordner, agt.; Leroy Booher, John Grosz, agt., and our company.—M. R. Hansen, mgr. Farmers Elvtr. Co.

Bowdle, S. D.—The regular grain dealers here are Mathiero & Biggerd, Jake Kraft, agt.; Bowdle Roller Mills, John Koch, mgr.; P. Giel; M. Mikkelsen and our company. The elvtr., owned by W. L. Boyd, has been closed for the last 3 years.—Henry Bauder, mgr. Farmers Elvtr. Co.

Elrod, S. D.—The elvtr., owned by V. Anderson is closed and the elvtr. of W. I. Thompson, of which Chas. Mackey is agt., will be closed. M. E. Babcock is mgr. of the Farmers Elvtr. Co. and I am agt. of G. W. Van Dusen & Co., which took over the elvtr. of the Atlas Elvtr. Co.—Bert E. Hite.

Corsica, S. D.—Wait & Dana are operating the elvtr. of Jongeward & Van Linden under lease. W. T. Stolt, agt. for Leroy Booher, is going to Canada. The other regular grain dealers here are the Carlson Elvtr. Co., Farmers Elvtr. Co. and our company.—J. D. Hofer, mgr. Jos. D. Hofer Elvtr. Co.

Lake Preston, S. D.—Construction work will commence early this spring on a 30,000-bu elvtr. for the Co-operative Elvtr. Co. and the building will be completed in time to take care of the new crop. Gunter Lunde is now mgr. of the company and the elvtr., owned by Mr. Lunde, is in charge of H. Plowman.

Andover, S. D.—The regular grain dealers at this station are the Johnson Elvtr. Co., J. A. Johnson, mgr.; Flanders Grain Co., A. S. Flanders, mgr.; Farmers Elvtr. Co., L. F. Stutzman, mgr.; Empire Elvtr. Co., F. Ahern, agt.; Bagley Elvtr. Co., A. Matson, agt., and our company.—W. E. Rice, agt. Miller Elvtr. Co.

Doland, S. D.—The regular grain dealers here are P. A. Aldrich, H. H. Bird, mgr.; G. W. Van Dusen & Co., P. H. Davidson, agt.; Farmers Land, Loan & Grain Co., Wm. Wells, mgr., and our company. We are handling the business of the Eagle Roller Mills Co. since its elvtr. burned last August.—B. L. Ewing, mgr. Farmers Elvtr. Co.

Highmore, S. D.—I resigned as agt. of G. W. Van Dusen & Co. on Apr. 1 and O. A. Lund succeeded me at this elvtr. and is also in charge of the elvtr. of the Atlas Elvtr. Co. M. Markley owns and operates the Independent Elvtr. I will remove to a ranch at Moreau this month.—G. M.

Geddes, S. D.—The elvtr. of the M. King Grain Co. is closed at present. The regular grain dealers here are the Western Grain Co., J. H. Crowley, mgr.; South Dakota Grain Co., Harry Mansbridge, agt.; Carlson Elvtr. Co., Ben Meise, agt.; Farmers Elvtr. Co., Frank Humphrey, mgr., and our firm.—Lindell & Lindskog.

Gretna sta. (Bowdle p. o.), S. D.—H. C. Baer and myself bot the elvtr. of Ed McGlinn last year at this station, which is 7 miles east of Bowdle, on the C. M. & St. P. We are operating it under the name of the Gretna Grain Co., which has been incorporated.—Henry Bauder, mgr. Farmers Union Equity Exchange, Bowdle.

Cresbard, S. D.—The elvtr. of the Security Elvtr. Co. is closed. F. H. Potter is mgr. of the Cresbard Co-operative Farmers Elvtr. Co., which is a new firm in the grain business here. The other elvtrs. here are operated by the Farmers Elvtr. Co., Pacific Elvtr. Co. and our company.—D. A. Langford, agt. Eagle Roller Mill Co.

Onaka, S. D.—The Farmers Elvtr. Co. intends to do extensive repairing this summer and will erect additional coal sheds. The company has taken over the elvtr., formerly owned by De Mersseman Bros., and now operates 2 elvtrs. here. The elvtr. of the Pacific Elvtr. Co. is closed.—H. R. Dufloth, mgr. Farmers Elvtr. Co.

White Rock, S. D.—The elvtr. of the Miller Elvtr. Co. has been dismantled and rebuilt at Brown siding, on the Fairmont & Veblen R. R., about 5 miles from this point. B. A. Knutson is now agt. of the Monarch Elvtr. Co. and I am agt. of the National Elvtr. Co. The elvtr. of the Montevideo Roller Mill Co. is closed.—W. F. Bergman.

Castlewood, S. D.—Two elvtrs. here are not operated at present. One house is closed and the elvtr. of Kalor Bros. contains no machinery. The regular grain dealers here are Farmers Grain & Produce Co., John E. Davis, mgr.; Chas. Adams; Atlas Elvtr. Co., P. J. Kallemeyn, agt.; G. W. Van Dusen & Co., Elmer Draves, agt., and Eagle Roller Mill Co., W. J. Tenold, agt.

Lake Andes, S. D.—B. H. Freeman, a cattle feeder, has bot the elvtr. of M. Wollman, which had been closed for 3 years. He will move it out in the country in a few weeks and use it strictly for his own use. The elvtrs. of the Carlson Elvtr. Co. and the South Dakota Grain Co. are closed. My elvtr. and the elvtr. of the Farmers Co-operative Co., with D. Evans as mgr., are the only houses in operation.—John Henning.

SOUTHEAST

Statesville, N. C.—The Sterling Mills, of which W. B. Brown is mgr., will build a 50,000-bu. elvtr.

Dothan, Ala.—The Brandon Grain Co. incorporated; capital stock, \$6,000; incorporators, W. L. Brandon and others. The company recently built a 20,000-bu. elvtr.

TENNESSEE

Memphis, Tenn.—The firm of E. A. Moore & Co. has been organized to specialize in grain, flour and feeds.

Nashville, Tenn.—James A. Daugherty will engage in the grain and flour brokerage business, with offices in the Builders Exchange.

Nashville, Tenn.—Amos Herndon Hurley, for many years prominent in the grain and feed business here, died Mar. 21, aged 59 years.

Memphis, Tenn.—Walter Brown, who has been associated with grain companies here for several years, has succeeded Ernest Wheeler in the grain brokerage business. He has applied for membership in the Merchants Exchange.

TEXAS

Lufkin, Tex.—Fire on Mar. 29 destroyed a warehouse, owned by the White Grain Co.

Hico, Tex.—The Hico Roller Mills are building a 75,000-bu. reinforced concrete elvtr.

San Antonio, Tex.—The Liberty Mills have their new elvtr. and mill ready for operation.

Floco sta. (Lockney p. o.), Tex.—The Floco Grain Co. has bot the elvtr. of the Cobb Grain Co.

Texline, Tex.—The Otto Johnson Mercantile Co. has purchased the elvtr. of the Texline Grain Co.

Ft. Worth, Tex.—We have discontinued business.—C. D. Ferguson, pres., C. D. Ferguson Grain Co.

Carlton, Tex.—We contemplate the installation of a small elvtr., consisting of 2 to 4 tanks.—B. E. Miller Seed Co.

Ft. Worth, Tex.—Work is progressing on the erection of 10 additional grain tanks at the elvtr. of the E. G. Rall Grain Co. The annex will be completed by May 15.

Muleshoe, Tex.—We have commenced work on our elvtr. here, which will be a 12,000-bu. iron clad house. The White Star Co. has the contract.—Clovis Mill & Elvtr. Co., Clovis, N. M.

Abilene, Tex.—The recently organized Abilene Elvtr. Co. has let contract for a 100,000-bu. concrete elvtr. to the Burrell Engineering & Construction Co. The company has a capital stock of \$40,000.

Munday, Tex.—The Farmers Union has bot the elvtr. of the Knox County Elvtr. Co. We understand that the corporation will be dissolved and the elvtr. will be run on a co-operative plan.—C. L. Ludwig, Munday Mill & Elvtr. Co.

Sherman, Tex.—The recently organized Phoenix Elvtr. Co. incorporated; capital stock, \$200,000; incorporators, B. F. Smith, D. Waldo and others. Work is progressing on the elvtr. for which the company let contract to the Burrell Engineering & Construction Co.

Amarillo, Tex.—We are building 2 new lines in this territory, one extending from Shattuck, Okla., into Lipscomb and Ochiltree Counties, and one extending from Lubbock, Tex., to Brownfield; however, the plans for stations along the lines have not been completed. There undoubtedly will be a number of elvtrs. erected on each line and we think, probably, a number of the larger grain dealers in this territory will consider the matter very seriously.—R. J. Parker, general mgr. A. T. & S. F. Ry. Co.

UTAH

Salt Lake City, Utah.—The Colorado Mlg. & Elvtr. Co., of Denver, Colo., of which J. K. Mullen is pres. and E. M. Ryans, sec'y, has filed articles of incorporation with the sec'y of this state. The company, which has a capital stock of \$2,500,000, for some time has been negotiating for control of the W. O. Kay Elvtr. Co., with a number of other elvtr. and milling concerns in northern Utah and southern Idaho. The merger does not put the acquired concerns out of business but they will continue as usual, with the Colorado corporation as the parent company.

Salt Lake City, Utah.—The Utah-Idaho Grain Exchange has been incorporated. The officers will be located in this city, where it is proposed a federal grain supervisor shall be stationed. David Robbins is pres., R. E. Miller, vice-pres.; W. H. Berrett, treas., and C. A. Smurthwaite, sec'y. These officials are prominently identified with the wholesale grain trade of the intermountain country, while the directors, additional to these officers, are B. L. Slack of this city, W. D. Brown of Ogden, Henry H. Blood of Kaysville, W. L. Miller of St. Anthony, Ida., and A. Y. Satterfield and Ira S. Lambing of Pocatello, Ida.

WASHINGTON

Spokane, Wash.—The Standard Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, T. J. Smith, E. H. Carley, and others.

Shawnee sta. (Albion p. o.), Wash.—The Pacific Coast Elvtr. Co. will build a 60-ft. addition to its grain warehouse at this station.

Olympia, Wash.—P. J. Sweeney, formerly chief state deputy grain inspector, has been appointed state grain inspector to succeed R. D. Jarboe, resigned. Mr. Jarboe will take up the duties of his new position as federal grain supervisor at San Francisco, Cal., in July.

WISCONSIN

Chilton, Wis.—The Knauf & Tesch Co. will build an elvtr. this spring.

Amery, Wis.—The Apple-River Mfg. Co. will install a Boss Air Blast Car Loader in its elvtr.

Kewaskum, Wis.—The L. Rosenheimer Malt & Grain Co. has installed a new pump for plant use and fire protection purposes.

Baraboo, Wis.—The Johnson Fuel & Warehouse Co., operating a 15,000-bu. elvtr., has bot the feed business of H. S. Porter.

Madison, Wis.—Demands for public ownership of grain elvtrs. and other public utilities will be made to the next legislature by the Wisconsin Nonpartisan League, which is now being organized.

Monroe, Wis.—Charles Weltz has taken possession of the elvtr. and mill of the Fred Dahms Estate, which he has been operating under the name of the Monroe Model Mill. Improvements will be made in the plant.

Casco, Wis.—The Casco Mfg. & Elvtr. Co., which has incorporated with a capital stock of \$25,000, has bot the Decker Bldg. for \$5,000. It will be remodeled into a complete elvtr., warehouse and mill to which the railroad will lay a new spur track.

Sturgeon Bay, Wis.—The Door County Produce Co., incorporated to handle grain, flour, feed and farm produce; capital stock, \$40,000; incorporators, O. J. Simons, mgr., and others. The company has bot the Lyon Elvtr. and dock property in this city and Sawyer and will take possession May 15.

MILWAUKEE LETTER.

The Donohue-Stratton Co., which operates St. Paul Elvtr. "E" has increased its capital stock from \$200,000 to \$350,000.

Elvtr. "A" is being overhauled. A battery of concrete tanks, similar to that added to Elvtr. "B" is to be erected at the end.

The following memberships in the Chamber of Commerce have been transferred: Peter J. Stupfel, Chas. P. Crangle and the Estate of E. G. Crosby.

The interest rate on advances for the month of April, under the rules of the Chamber of Commerce, has been fixed by the com'te of finance at 6% per annum.

At the annual election of officers of the Chamber of Commerce on Apr. 2 the following were chosen: Pres., H. W. Ladish; first vice-pres., H. H. Peterson; 2nd vice-pres., H. M. Stratton; sec'y-treas., H. A. Plumb; directors, F. J. Coughlin, Hugo Stolley and A. R. Templeton; arbitration com'te, E. H. Hiemke and E. La Budde; com'te on appeals, P. P. Donahue, E. J. Furlong and J. A. Mander.

THE GRAIN DEALERS JOURNAL is O. K. I want it.—Wm. Bates, Waterloo, Ia.

THE GRAIN DEALERS JOURNAL is very valuable to me, especially so, since going into business for myself.—C. E. Stumbaugh, Alexis, Ill.

THE GRAIN DEALERS JOURNAL contains things of interest and benefit to grain men in every department.—C. H. Kiplinger, Sec'y-treas., Square Deal Co-operative Elevator Co., Charlotte, Mich.

Supply Trade

CHICAGO, ILL.—Incorporation papers have been issued to the Polwell-Ahlskog Co. Capital stock, \$100,000.

MONTREAL, QUE.—J. A. Jamieson, grain elvtr. designer, recently met with a very serious accident, which will incapacitate him for some time.

CHICAGO, ILL.—Rosenbaum Bros. recently installed 300 ft. of 22-inch leg belting in their Chicago elvtr., which was furnished by W. H. Salisbury & Co.

CHICAGO, ILL.—H. E. Dennie, formerly located at Salt Lake City for the Imperial Belting Co., has been promoted to western manager for his company, with offices at 525 Market st., San Francisco.

HUDSON, N. Y.—Gifford-Wood Co. will mail upon request to readers of the Journal its bulletin describing various types of machinery and tools used for handling ice during the summer period.

SILVER CREEK, N. Y.—The employees of the S. Howes Co. will in future receive the same pay for nine hours' work as had previously been paid for ten. This very generous arrangement will affect a large force of men.

REAL salesmanship is creative. Good advertising is the most efficient and most economical form of salesmanship. A real salesman is he who creates new and wholesome demands. He is worthy of his hire as a college professor, and his standing in the world should be just as honorable.—Hermegnies.

MINNEAPOLIS, MINN.—Grain elevator owners who are contemplating the installation of an automatic scale this spring will find it to their advantage to send for the catalog recently issued by the Klingler Mfg. Co. This interesting booklet contains information that will at all times be valuable to the automatic scale user.

NEW YORK, N. Y.—James Stewart & Co., Inc., will offer to the government a regiment of engineers skilled in all kinds of construction work. About 80% of the men will be chosen from those employed by this company in all forms of construction in the United States and Canada. The company will bear the cost of equipping the regiment and transporting it to any mobilization point the government may designate.

SIoux CITY, IA.—We do not expect to be able to continue handling work so rapidly, as the labor situation is becoming serious. However, those who prepare for their work early will have their buildings ready for use when needed. Those who postpone and wait will undoubtedly be disappointed, as it is not only the labor situation, but the difficulty in securing materials for the erection of the building. The railroads are very indifferent as regards the loading of cars.—Younglove Construction Co.

MINNEAPOLIS, MINN.—The Richardson Grain Separator Co. is offering a very superior design of general purpose cleaner which it calls The Simplex. The cleaner was designed especially for the northwestern territory, which is badly infested with wild oats and small seeds. It deserves the most careful attention of grain handlers who are obliged to clean grains of different kinds. Its makers claim it will not only work with the degree of perfection required for seed grain, but it

will also deliver a very large capacity, the larger machines running up to a carload per hour. The Simplex is built in two distinct types, "A" and "D," the type "A" having but one shoe, which carries both the cleaning gang and also the seed screen. The type "D" is equipped with two shoes, the upper shoe which carries the cleaning gang is given a side shake motion. This side shake motion is adjustable both for speed and length of travel. The lower shoe, which carries the seed screen, has a rapid end-shake motion, which effectually removes all small seeds from the grain. The seed screen is kept clean at all times by an automatic brush cleaner.

Elevators Under Construction in Russia.

The grain elevator construction program prepared by the State Bank of Russia called for 85 elevators in the "preferred class" with an aggregate capacity of 39,500,000 bus., preference to be given to building of elevators in the governments of Orenburg, Ufa, Samara, Saratof, Simbirska, Penza, Tambof, Voronezh, and the northern section of the Don Cossacks Territory. Of this number, only 18 elevators, with an aggregate capacity of 6,466,666 bus. were completed Jan. 1, 1915.

The number of elevators placed into service from Jan. 1 to Sept. 15, 1916, was 10, with a total capacity of 4,500,000 bus., according to the Russian Minister of Finance. Of these 6 were constructed by the State Bank and 4 were purchased from the Ryazan-Ural Railroad. One elevator constructed in Samara has a capacity of 2,033,333 bus. and is the largest elevator of its kind in Europe.

On Sept. 15, 1916, 27 elevators, with a total capacity of 13,466,666 bus. were under construction; included in this number was 1 under construction in Moscow with a capacity of 1,500,000 bus. Thus, of a total of 85 elevators planned for immediate construction, 40 elevators, with a total capacity of 15,466,666 bus. are completed and open for use, 27 are under construction and 18 are not yet begun.

The construction program also calls for the building of 77 elevators regarded as being of secondary importance, with a capacity of 37,766,666 bus., in the following governments: Stavropol, Khar'kof, Kazan, Perm, and Vyatka, and districts of the territories of Kuban, Ter, and Don Cossacks. In this manner it is proposed to have a series of 162 elevators, with a total capacity of 77,266,666 bus., distributed through 18 governments and one district of European Russia and two districts of the Caucasus.

In view of the many efforts of cities of western Siberia to get elevators to serve these regions the State Bank is now carefully studying the question of erecting several elevators in that part of the Empire.

The turnover of the entire series of elevators for the last three years was as follows: In 1913-14, 3,300,000 bus. and the number of elevators, 13; in 1914-15, 10,800,000 bus. and the number of elevators 26; and in 1915-16, 21,400,666 bus. and the number of elevators 37.

Practically all the grain handled in the last year was cleaned, whereas in 1914-15 but three-fourths of it was cleaned and only little over half was cleaned in 1913-14.

Grain Carriers

MANITOWOC, WIS.—Wm. Rahr Sons Co., maltsters, recently forwarded a carload of malt to a Pennsylvania buyer by express because of the scarcity of cars.

THE GREAT LAKES Transportation Corporation has decided to continue its package freight business to Chicago and Milwaukee which was conducted at a loss in 1916.

OCOYA STA., ILL.—We are renting stock cars and boarding them up to ship grain to Peoria, Ill., to overcome the car shortage.—A. F. Conrad, mgr. Farmers Elevator Co.

THE PROPOSED INCREASE of 3 cents per 100 pounds in freight rates on grain from Argo, Ill., to points east of Buffalo was recently denied by the Interstate Commerce Commission.

A SURVEY of the Hudson river with the idea of deepening it for sea-going vessels as far up as Albany, a distance of 150 miles, has recently been made by government engineers.

THE CHICAGO & NORTH WESTERN has ordered 50 locomotives and is in the market for 50 additional locomotives. The Philadelphia & Reading has ordered 1,000 gondola cars and 1,000 box cars.

THE ICE which has been piled up 25 feet high in Lake Huron above the mouth of the St. Clair River, and which threatened to delay the early opening of lake navigation, has been blown out into the lake.

ACCUMULATION of freight cars, loaded and empty, on United States railroads increased to 128,107 on Mar. 17, against 99,774 on Mar. 10, according to a statement of the commission on car service of the American Railway Ass'n.

AN INCREASE of 5 per cent in freight rates on commodities moving by rail and the great lakes recently went into effect when the Interstate Commerce Commission denied the petition of shippers to suspend them pending an investigation.

ILLINOIS RAILROADS were denied increase in rates on grain products and grain not involved in the 1-cent advance case now pending in the Illinois courts, and also in maximum scale by 5 per cent, in a decision of the Illinois public utilities commission.

THE GRAIN and milling interests of the Minneapolis Traffic Ass'n claimed at a recent meeting that westbound empties are being diverted at Chicago, and that northwestern interests are not getting their shares. The Interstate Commission will be petitioned for relief.

SIoux FALLS, S. D.—A hearing was held here Apr. 6 by the Interstate Commerce Commission to hear complaints of farmers elevator companies in the southern part of the state alleging discrimination against them in furnishing cars for shipping out their grain.

CANADIAN grain shippers will be allowed for lumber for grain car doors. The board of railway commissioners has issued an order that where the shipper must furnish his own lumber he shall be allowed \$1.50 for the lower and 75c for the upper car door west of Fort William, and east of Fort William the allowance will be upper or lower car door, 75c each. This rule applies to any and all railroads subject to the supervision of the parliament of Canada.

PROPOSED INCREASE minimum weights on carloads of grain screenings, oat clippings, and oat dust from Fort Worth, Tex., and other points to various interstate points were found justified by the Interstate Commerce Commission and orders of suspension vacated.

A NEW RAILROAD is planned connecting Manning, Center, Mandan, St. Anthony, and Freda, N. D., making junctions with the Northern Pacific at Mandan and Gall and with the Chicago, Milwaukee & St. Paul at Freda and with a possible spur across the new bridge to Bismarck.

CARRIERS may furnish grain cars for oats loading in Illinois where the oats are consigned directly to a plant for use in the production of food, according to the state public utilities commission in its application of the general order that shelled corn shall be preferred freight.

AN INDEPENDENT STEAMSHIP company, known as the Northern Steamship Co., has been organized to overcome alleged discriminatory lake-and-rail rates from St. Paul and Minneapolis to Duluth. It will operate three freighters on the Great Lakes out of Gladstone, Mich., to connect with St. Paul and Minneapolis by rail, over the Soo line.

THE CHICAGO BOARD OF TRADE will be represented at the hearing in Washington on the proposed increase in freight rates and will probably make the basis of their stand whether the railroads show a disposition to devote more attention to the traffic of the middle west or if they persist in giving preference to manufacturers and mills east of Pittsburgh.

MEMPHIS, TENN.—The Merchants Exchange has petitioned the Interstate Commerce Commission for lower rates on grain and grain products to points in Louisiana. It is contended that rates are discriminatory and that local dealers and manufacturers are unable to compete with those of St. Louis, Kansas City, Omaha, and other points along the Missouri and Mississippi rivers.

THE INTERSTATE COMMERCE COMMISSION has suspended, pending an investigation, the proposed Chicago Great Western tariff, 1 C. C. No. 4871, eliminating Council Bluffs, Omaha and South Omaha from the milling-in-transit points for wheat moving from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul to New Orleans, Westwego or Westwego elevators for export.

INDIANAPOLIS, IND.—Elevators along the L. E. & W. R. R. from Tipton, Ind., to the Illinois state line are crowded with grain and there is serious danger of heating, according to a complaint by several Indiana grain shippers before the state Public Service Commission. It was stated that it is almost an impossibility to procure cars from this road. William Bartley, superintendent of the company, attributed the car shortage to the enforcement of the home-routing rule.

A CONFERENCE of commercial and manufacturing interests has been called to be held in Chicago Apr. 13 to consider the best action advisable to fight the general increase in freight rates asked by the railroads as a result of the Adamson law. A 15 per cent advance, according to a former railroad commissioner, would mean \$300,000,000 yearly added revenue to the railroads. The railroads urge an immediate advance in rates to offset increased expense of higher wages to train employees, increases in wages for other employees and increases in operating expenses caused by higher prices for fuel and other materials and supplies.

THE CANADIAN board of railway commissioners will hold a special session to hear protests against the new classification of rates on lake and rail by the Canadian railways. Sitzings will be held at Hamilton, Apr. 12; Toronto, Apr. 13; Ottawa, Apr. 17; and Montreal, Apr. 18.

COMBINATION rail-lake-and-rail rates on wheat from Minneapolis to the mills of the Bay State Milling Co. in southern Minnesota and southwestern Wisconsin, milled in transit and sent forward thru Milwaukee to New York and other eastern destinations were not found by the Interstate Commerce Commission to be unreasonable in the complaint of the Bay State Milling Co. against the Great Lakes Transit Corporation.

THE LEHIGH VALLEY R. R. must relinquish its Great Lakes Steamship Transportation line, operating vessels between Buffalo and Chicago and Milwaukee, according to a recent decision of the United States Supreme Court upholding the orders of the Interstate Commerce Commission, and affirming the decrees of the eastern Pennsylvania federal district court dismissing the railroad's suit to enjoin the commission's orders.

FROM THE HEAD of the lakes to a Lake Ontario port, 10 cents was paid on a cargo of wheat on Mar. 24. This is the highest price paid for some time, but boats are scarce, and owners are holding them for high figures. This cargo will amount to 60,000 bushels. Some spot tonnage was placed in Duluth during that week at six cents to Buffalo. Five and one-half cents was bid for loading during the first ten days, without takers.

MONTREAL, QUEBEC.—The board of railway commissioners has allowed the increased minimums as published on grain and grain products, except flour, in 60,000 and 70,000 pounds capacity cars, for which minimum of 45,000 pounds is allowed. Grain minimums were allowed to become effective Apr. 2, but new minimums on flour and products must be postponed until schedule amending flour is published, so as to have simultaneous effectiveness.

THE INTERSTATE COMMERCE COMMISSION, upon rehearing, held that the existing service by water of the Canada Atlantic Transit Co., which is owned by the Grand Trunk Railway Co. of Canada, is operated in the interest of the public and that an extension thereof will not prevent competition on the route by water under consideration. The Canada Atlantic Transit Co. will be required to file its tariffs in accordance with the provisions of the act to regulate commerce as amended by the Panama Canal act.

THE INTERSTATE COMMERCE COMMISSION has issued an order to reopen the complaint for further argument, which will be held on Apr. 14, at Washington, of the Utah-Idaho Millers & Grain Dealers Ass'n v. the Denver & Rio Grande R. R., in which the carriers were ordered to refrain, after Apr. 16, from charging rates for wheat flour in carloads, from points on their lines to destination in California and Nevada which would exceed by more than 5 cents per 100 lbs. the rates on wheat between the same points.

EXCESSIVE GRAIN rate charges from Hoppers, Ia., to Atchison, Kan., by the C. & N. W. R. R. and the Mo. P. & N. R. R. on two cars shipped by the Flanley Grain Co. of Sioux City, Ia., were heard by Examiner J. T. Morey of the Interstate Commerce Commission, at Sioux City on March 26. The grain company intro-

duced evidence showing that the two railroads made a similar charge for the same distance in a Council Bluffs case, in addition to allowing concessions with regard to loading, unloading, transferring and storage.

THE CHICAGO Board of Trade filed complaint with the Interstate Commerce Commission on April 6 against practically every railroad in the east charging failure to supply Chicago shippers with adequate number of box cars and requesting that the commission prescribe new rules to prevent discrimination against the city.

MINNEAPOLIS, MINN.—A hearing was recently held here by George N. Brown, Interstate Commerce Commission examiner, relative to the alleged excessive demurrage charges on grain held in Minneapolis terminals. The Minneapolis Traffic Ass'n complains that facilities for transporting grain are inadequate, making the demurrage at present rates a hardship to grain dealers. Action was commenced by the Traffic Ass'n against the C. B. & Q. R. R.

MINIMUM WEIGHTS on grain screenings, oat clippings, and oat dust from Fort Worth and other points to interstate destinations will be increased on May 1, the Interstate Commerce Commission having decided that the increase is justifiable. Minimum weight on 40 ft. 6 inch or under cars is to be 40,000; over that but under 41 ft. 5 in., 44,800; over 41 ft. 6 in. but under 42 ft. 6 in., 48,800; over 42 ft. 6 in., but under 46 ft. 6 in., 56,800, and for all cars over that the minimum weight is 64,800 pounds.

A SHIP SHORTAGE threatens lake traffic this year because 92 lake carriers were sold to Atlantic coast companies last year, and these are being replaced by only fifteen new boats of a combined capacity of 3,500,000 tons. It is estimated that the demand by grain, coal, and ore shippers has increased this year ten million tons. Altho most of the ice is reported to have blown from the harbors out into the lakes, transportation will open up two weeks late this year, probably about the last week in April.

THE SPANISH Central Provisions Board recommends the purchase of 7,348,666 bus. of wheat, according to Consul General Carl Bailey Hurst, Barcelona, in Commerce Reports. The Spanish wheat crop for 1916 is estimated to be the greatest for the last twenty years and it is expected that there will be a considerable surplus at the end of the year, but the recommendation is based on the average imports for several years past.

Books Received

JUST STORIES is the title of a book consisting of fourteen short stories which are full of quiet humor and bits of real life, told by a man who never lets an oddity or an unusual thing get by him. The stories will furnish rest to anyone weary with work or care. By John M. Stahl. Cloth, blue and gold, 156 pages. M. A. Donahue & Co., Chicago. Price, postpaid, 50 cents.

ARMOUR YEAR BOOK, 1917, a digest of the Armour industries and the methods by which this business is conducted, has just been issued. This 5½x9-inch booklet of 39 pages is profusely illustrated and contains a 4-page view of the Chicago plant. The total number of employees in 1916 was 45,000; the number of branch houses 416, and the tons of coal consumed was 785,183. The Armour Fertilizer Works was organized originally to return to the land as fertilizer and stock feed that portion of the animal not needed by the people for food or clothes. It has grown away beyond its original scope with the increased demand for manufactured manures and feeds and now is the world's third largest maker of fertilizers. It manufactures chemical as well as animal plant food for different crops, soils and climates. It operates some 36 plants thruout the world, owns phosphate mines, manufactures acids and other chemicals; has a line of boats to move its product that producers may secure more and better products from the farm. The Armour Grain Co., an allied industry, is owned and operated entirely independent of Armour & Co. This company operates a large system of country elevators and receiving stations where the farmers can turn their grain into spot cash. The total warehouse capacity of the company is about 25,000,000 bus., including one of the largest elevators in the world, the Calumet Terminal Elevator at South Chicago, nearing completion, with a capacity of 10,000,000 bus. A private wire system of 4,500 miles is necessary in the economic handling of this vast business. Issued by Armour & Co., Chicago.

Grand Trunk Elevator, Port Huron, Mich.

The accompanying fotograf shows the Herbert K. Oakes unloading at the Grand Trunk Elevator at Port Huron, Michigan. The vessel had aboard a cargo of 340,000 bus. of Canadian wheat.

To the right is a close view of the marine leg dipping into the hold of the boat, hoisting the grain into the elevator.

This elevator is on the St. Clair River and the Grand Trunk Railway. Difficulty has been experienced all winter in getting cars, but during the week of Mar. 26 enuf cars were received to take care of the cargo of the boat as it was unloaded.

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Also Brown-Duvel Moisture Testers. The official or the improved kind. Glass or copper flasks.

Corn Sieves also, conforming with the new rules.

Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book has 120 pages, 8½x14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Weighs 2½ pounds.

Order Form 12AA. Price, \$1.75

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.



Grand Trunk Elevator at Port Huron, Mich., and Its Marine Leg.

Supreme Court Decisions

Minimizing Damage in Transit.—The consignee of goods damaged in transit must receive them if they are not wholly worthless, and handle them as best he can to minimize the damage.—*Houston, E. & W. T. Ry. Co. v. Brackin*. Court of Civil Appeals of Texas. 191 S. W. 804.

Crop Mortgage.—Where a party seeks to foreclose a mortgage upon the crops grown upon a certain piece of land and to subject the grain thereto, the burden of proof is upon him to show that the grain seized was raised upon the land covered by the mortgage.—*Security State Bank v. Krach*. Supreme Court of North Dakota. 161 N. W. 568.

Control of Shipment.—So long as goods remain the property of the shipper under a consignment to himself, "order notify," he may countermand any directions given as to their consignment, and may at any time during transit require their redelivery to himself.—*W. L. Hall & Co. v. Norfolk Southern R. Co.* Supreme Court of North Carolina. 91 S. E. 607.

Refusal of Goods.—Where consignee refused shipment of maize, railway company was not required to store same at place of destination, but was justified in removing it to the most convenient and suitable storage provided it held itself ready to deliver on demand.—*Texas & N. O. Ry. Co. v. Patterson & Roberts*. Court of Civil Appeals of Texas. 192 S. W. 585.

Right to Crops.—Where a lease is drawn for two years or more, a provision that the rent paid is to consist of stated shares of the crops raised, among which wheat is named, cannot be regarded as implying a right on the part of the tenant to harvest a crop sown in the fall preceding the 1st of March on which his lease expires.—*Bank of Denton v. Jesch*. Supreme Court of Kansas. 163 Pac. 150.

Landlord's Right Against Purchaser of Crop.—Where a cropper's contract reserves title to all crops in the landowner, until a division of such crops is made, and the lessee prior to such division sells and delivers to an innocent purchaser grain which would belong to such lessee as his share upon a division of such crops, and the owner of the land, basing his claim of ownership upon the reservation of title provided in the contract, sues the purchaser for conversion, the right of the parties to such action must be determined on equitable principles, and the landowner is entitled to recover such amount only as will compensate him for the amount of his actual interest in such grain.—*Stavens v. National Elevator Co.* Supreme Court of North Dakota. 161 N. W. 558.

Misappropriation of Money Furnished to Buy Grain.—Where money furnished third persons by plaintiff for the exclusive purpose of buying grain, and deposited in defendant bank in the form of sight drafts drawn on plaintiff, was misappropriated and used in payment to defendant of third person's notes held by the bank, if the bank was chargeable with its president's knowledge of the agreement between plaintiff and third person, and the money so misappropriated constitutes a trust fund, either under an express or constructive trust, the bank is liable therefor. Where plaintiff's agent consulted the president of defendant bank in his official capacity relative to the financial standing of a third person, and told the president that money was to be furnished the third person by plaintiff to be used exclusively in buying grain, the bank will be charged with notice of the facts known to the president, and that the money when used to pay the third person's notes held by the bank was being misappropriated.—*Atwood-Stone Co. v. Lake County Bank*. Supreme Court of South Dakota. 161 N. W. 539.

Valid Limitation of Telegraph Co.'s Liability.—Act June 18, 1910, c. 309, § 1, 36 Stat. 544 (Comp. St. 1913, § 8563), providing that the provisions of the act apply to telegraph and telephone companies sending messages from one state, territory, or district to another, and that all charges for services shall be just and reasonable, provided that messages may be classified and different rates charged for the different classes, places telegraph companies within the operation of the Commerce Act to the complete exclusion of state laws. Any condition in the message limiting liability of the company is valid in the absence of declaration to the contrary by the Interstate Commerce Commission, and cannot be interfered with by the state.—*W. U. Tel. Co. v. Hawkins*. Supreme Court of Alabama. 73 South. 973.

Failure to Confirm Does Not Cancel.

Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, John S. Green and F. E. Barker, ruled in favor of the Carlisle Commission Co., of Kansas City, Mo., plaintiffs, against Bossemeyer Bros., of Superior, Neb., defendants, who undertook to cancel a contract because plaintiff had not confirmed.

Bossemeyer Bros. offered corn at a price and plaintiff wired acceptance, as offered, but did not confirm until two days had elapsed; and on receipt of this confirmation defendant wired "Your letter received. No confirmation received we canceled sale."

Various letters and wires passed between the litigants from this time, all to the effect of plaintiff demanding shipment and the defendants refusing on account of not receiving prompt confirmation, until on Oct. 28, 1916, plaintiff bought of the Moore-Seaver Grain Co. of Kansas City two cars of No. 3 mixed corn to apply to their customer at Emporia, Kan., and on this purchase make a claim for \$244.80.

"It is the opinion of this com'te that a confirmation is highly desirable, and in many cases a necessary instrument to properly close a trade, especially when some of the original articles of trade are not clear, and the sending of a confirmation is a practice that all parties in the grain trade should scrupulously follow, yet where the original articles of trade are in clear and positive language, they must govern, when confirmations do not agree or where none are sent.

"The com'te finds from the evidence that the defendants clearly made a trade on the two cars in question, but that as two capacity cars, or ones of 1000 bus. would have filled this contract, if shipped in accordance with the terms of the contract, we find for the plaintiff and order Bossemeyer Bros. to pay to the Carlisle Commission Co. the sum of \$184 and that the costs of arbitration be equally divided."

BALTIMORE, MD.—Further arguments why the designation of "garlicky" should not be applied to that class of wheat emanating from nearby states in the new proposed grade standards for wheat, to be put into effect by the government, were recently presented by a delegation of local grain merchants headed by Pres. Jas. C. Legg, of the Baltimore Chamber of Commerce, in company with Senator John Walter Smith, of Maryland, before Chief Brand, of the Office of Markets and Rural Organization.

Handling Car Refused by Buyer.

On a contract for a car of maize at \$14 per ton f. o. b. Paducah, Tex., Patterson & Roberts loaded a car May 10, 1915, consigned to their order, notify Plano Grain & Hay Co., Kleberg, Tex., and made draft with B/L attached for \$304.50. Draft was returned unpaid, the Plano Grain & Hay Co. alleging the maize was in a damaged condition on arrival.

Without informing the shippers the railroad company hauled the maize back to Dallas and stored it in Haughton's warehouse.

Patterson & Roberts brot suit against the three railroad companies and the Plano Grain & Hay Co., alleging that the carriers had allowed the grain to become wet and that the Texas & New Orleans Ry. Co. had converted the grain. Plaintiffs got judgment against the railroad company for conversion in the Cottle County Court, which held that the removal of the grain to Dallas amounted to a conversion. The court decided in favor of the two other participating carriers and the Plano Grain & Hay Co.

On appeal the Court of Civil Appeals of Texas, Feb. 21, 1917, reversed the decision, holding that the railroad company was not guilty of conversion, saying:

Since the B/L in this case provided for notice to Plano Grain & Hay Company at Kleberg, Tex., we are inclined to the opinion that notice to said parties was sufficient under the law and the contract, and that thereafter the railway company held the grain as warehousemen.

Neither the contract nor the statutes provide expressly that the railway company, after the transportation has been completed and it has been unable to make delivery of the property, is required to store it at the depot or a warehouse at the place of destination. In many cases, readily conceivable, this would be impracticable, on account of the class or character of the property and facilities for handling or storing the same at the point of destination, we are of the opinion that under such circumstances the railway company would be justified in removing the property to the most convenient and suitable place for safe-keeping and storage; provided, of course, it held itself in readiness to deliver the property on demand of the consignee.

The result of the testimony, most favorably considered for the plaintiffs, is that for a considerable length of time they could not ascertain where their property was, but they did know where it was prior to the time of the suit, and there was never any demand and refusal of delivery. Whatever may be the liability of the defendant for negligence, in the transportation of the grain or in failing to answer the plaintiff's inquiry or give information as to the location of the property, we do not believe that the act of removing the grain to Dallas for storage, under the circumstances above detailed, is such an exercise of dominion over the property and denial of plaintiffs' rights as would justify the conclusion that the grain was thereby converted and that plaintiffs are entitled to recover full value thereof.—192 S. W. Rep. 585.

SUPERVISION OF GRAIN and hay production, storage, marketing, and handling and the manufacture of all foods for live stock, in Illinois, are provided for in a bill introduced into the state legislature by Representatives Thos. A. Boyer and John H. Lyle. The bill provides for a market commission of five members with wide powers to investigate, advise, and regulate, and to publish its findings. It will consist of three ex-officio members serving without pay, the directors of the department of Agriculture, of Trade and Commerce, and the superintendent of foods and dairies, and two members to be named by the Governor. It will have power to investigate all sources of food supply, and will have special charge of all co-operative ass'ns for the production, handling, or marketing of grain.

Best Time to Market Grain.

That farmers realize the best prices for grain by selling immediately after harvest is the conclusion of J. E. Pope, who gives a study of the monthly prices of grain from 1903 to 1912 in the Quarterly Journal of Economics. At harvest time the grain can be delivered directly to the elevator from the machine, saving the cost of handling twice, the shrinkage, both natural and due to handling, insurance and interest.

Wheat and oats shrinkage amounts to about 6%, distributed over the first six months of holding, while corn shrinkage is estimated at 18.2%, for the first ten months of holding, with a negligible amount after that. Interest is usually figured at 6% from the date of storage.

During the ten years the figures were taken, the average maximum selling price was reached in July, when the price was \$1.074, over a price of \$1.045 in the preceding August. This showed an increase of 2.9c; but as the holding cost would amount to 12c a bu., the farmer would lose 9.1c by holding his wheat for eleven months to get the top price.

With oats, the top price was reached in June, the average being 43.5c per bu., over the average of 37.6c in the preceding August. As the carrying charge is 4.2c per bu., the farmer would have made 1.7c per bu. if he had held and sold at the top price.

For corn, with the normal selling month as December, the average high price was reached in August when corn sold for 64.2c over Dec. 52.9c. The average carrying cost to August was 11.2c per bu., so the farmer would realize a loss. In all but one month of the year, corn sold higher than during December, but if a carrying cost is taken into account, there would be no gain but a loss. During 110 months of the ten years figured, there were but 23 in which a profit would have been made by holding, and to make this profit the farmer would have had to have sold at the top price of the year.

During 1904-05 the farmer would have lost money if he had held his oats any month. During 1906-7 and 1911-12 he would have gained if he had held. In

27 months of the remaining 7 years, there would have been a gain of from 1 to 8c; and there would have been 48 months when a loss of from 1 to 10c would have been suffered. With corn, there would have been only 27 months of the ten years when a profit would have been made; and there would have been 73 months when a loss of 1 to 32c would have resulted.

The complained of congestion due to too rapid marketing should this practice be followed is largely a myth. Crop harvest months vary with the location, the kind of grain, etc. For instance, wheat harvest starts first with Texas and then works north. Spring and winter wheats have different harvest months. Corn has still a different harvest month. And the farmer markets only his surplus grain after enuf is kept out for his home consumption. The amount of the feed kept on the farm varies with the length of the winter, the price of grain and stock; so that these conditions would naturally have a tendency to regulate the marketing so that there would be no great congestion. Statistics of crops arriving at Chicago and Minneapolis for the ten-year period show that 9.8% of the wheat crop arrived during August, while the maximum amount, 12.9%, arrived in September, with the small delivery months being in April, May and June, with 5.2%, 5.1% and 4.4%, respectively, of the crop arriving. For oats, the maximum receiving month was August with 13.2%. Other months averaged as follows: December 6.7%, Feb. 6.7%, April 6.6% and July 6.2%. With corn, 10.4% was received during December, with the maximum amount reached in June with 12.4%. The smallest months, April, May and October, averaged 5.3%, 5.5% and 5.5%, respectively.

SHIPS FOR FOREIGN ports which cleared thru the New York Custom House for March were 396 with a tonnage of 1,081,028, compared with 318 ships with a tonnage of 911,748 for February and 403 ships with a tonnage of 1,149,534 for January. American ships headed the list in March with 125, followed by Great Britain with 120 ships.

Patents Granted

1,220,650. Seed-Corn Rack. (See cut.) Thomas J. Le Gore, Jefferson, Ia. A plurality of units, each unit having a U-shaped member with portion extending downwardly from the arms and end portions extending upwardly and adapted to be inserted into a cob, the end portion being curved whereby when the cob is rotated with relation to the member an air space is created.

1,220,309. Corn-Drier. (See cut.) Levi Archie Anderson, Rock Falls, Ia. A supporting frame including a plurality of longitudinally aligned bars, additional bars upon and spaced relatively to certain of the lower bars to afford guides, flat carriers adapted to be rested upon the bars, each extremity of the carriers being insertible thru a guide, and penetrating members extending from the carriers.

1,221,671. Bag-holder. (See cut.) Lewis D. Burch, Baraboo, Wis. A bag holder consisting of some spaced frames on which shafts are supported. Ears are fastened to the shafts, links connecting the ears in such a manner that when a lever on one of the ears is operated, they will swing in opposite directions. Devices having hooks formed upon one of their ends and fingers upon the other, are fastened to the bars.

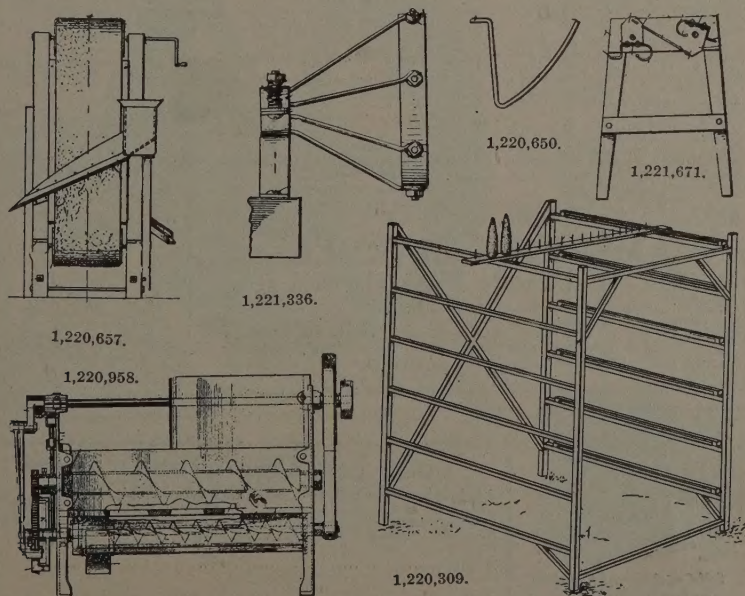
1,220,657. Grain-Separator. (See cut.) Henry Mahler, Milnor, N. D. An endless belt having a surface to which a certain portion of the grain will adhere, the belt being arranged at an angle to the horizontal, a feed spout extending diagonally downward across the upper flight of the belt, the spout having the side next the belt open and having its bottom in contact with the belt and at an angle across the belt surface.

1,221,636. Process of Cleaning Wheat and Other Grains. Arnold C. Von Hagen, Kansas City, Mo. A process of treating wheat or other grain, in which powdered lime, an alkali, is added to the grain, and then a liquid in insufficient quantity to dissolve the lime is added, the liquid moistening the alkali and bringing it into close connection with the surface of the grain. Then the grain is treated to remove the lime together with the material adhering to it or absorbed by it.

1,221,336. Seed Corn Tipper. (See cut.) George P. Kohlhaas, Greene, Ia. A corn tipper composed of a combination of a bracket supported ring having a number of arms fastened to it, with the other ends of the arms converging in a smaller split ring. Each of the arms has a projection, forming a circular series of kernel engaging elements. The arms are fastened to the smaller split ring.

1,220,958. Feed-Regulator. (See cut.) John B. Cornwall, Moline, Ill., assignor to Barnard & Leas Manufacturing Co., Moline, Ill. The combination of a hopper, a trough into which the hopper discharges having a plurality of discharge openings at different points, a primary conveyor in the trough, a secondary trough into which the material is discharged by the primary conveyor from the trough thru openings, a secondary conveyor in the secondary trough, means for operating the primary conveyor variably and intermittently, means for operating the secondary conveyor continuously at a higher speed than the primary conveyor, and means for changing the speed of the primary conveyor.

IMPORTATION of one million bus. of wheat at Minneapolis during March at a tax of 10 cents a bu. was the chief factor which increased the U. S. customs collections \$109,437.82 during the month, compared with March, 1916.



Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & E. I. in Sup. 5 to 7725 quotes joint rates on grain from stations on its line to points in Ind., Mich. and O., effective Apr. 25.

E. B. Boyd in Sup. 25 to Circular 1-M of Western Trunk Lines gives rules, regulations and exceptions to classifications, effective May 1.

N. Y. C. in Sup. 4 to 321 quotes rates on grain and grain products from its stations and connections to points in Canada and C. F. A. territory, effective Apr. 15.

C. B. & Q. in Sup. 11 to 3457-G gives joint rules and regulations affecting freight traffic on its line, also the I. & S. L. Ry., Q. O. & K. C. R. R., R. P. L. & N. Ry., T. & N. R. R., effective Mar. 22.

C. & E. I. in Sup. 18 to 7575 quotes local, joint and proportional rates on grain and grain products, also broom corn and seeds from stations on its line in Ill., also Cairo, Ill., via M. & O. R. R. to stations in Ill., effective May 1.

L. A. Lowrey in Sup. 5 to 20-I quotes local and joint terminal charges, rules and regulations from or to points within the Chicago district on out-bound and in-bound freight, also rules governing intermediate service on freight traffic passing thru the Chicago district, effective May 10.

C. R. I. & P. in Sup. 12 to 19687-I quotes local, joint and proportional rates on grain products, seeds, hay, broom corn from Missouri River stations and other stations in Ill., Ia., Minn. and S. D. on its line and the K. & D. M. Ry. to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., Tenn. and Tex., effective May 12.

C. B. & Q. in Sup. 19 to 1117-F quotes joint and proportional rates on grain products via rail and lake and rail, lake and rail from stations on its line on and east of the Mississippi River, also from stations on the Peoria Railway Terminal Co. and the Peoria & Pekin Union Railway to Atlantic seaboard and interior points, also Buffalo, N. Y., effective Mar. 20.

A. T. & S. F. in Sup. 9 to 5755-A-2 quotes joint proportional rates on grain, grain products, and hay from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth and Turner, Kan., to Galveston, Texas City, and Port Bolivar, Tex. (for export to foreign countries only), also to Galveston, Port Bolivar and Texas City, Tex., when destined to Mexican Gulf Ports, Central and South America, Porto Rico, Cuba and Jamaica, effective Apr. 19.

C. R. I. & P. in Sup. 13 to 10389-D quotes local, joint and proportional rates on grain, grain products and seeds between St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo. and stations in Ill., Ia., Minn., Mo. and S. D., also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan., also on grain and grain products from stations in Ia., Minn. and S. D., to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined to South-eastern and Carolina Territories, effective May 14.

A. T. & S. F. in Sup. 31 to 5702-D quotes local, joint and proportional rates on broom corn, castor beans, pop corn, seeds, hay and straw between points in Kan., Colo. and Okla.; also Superior, Neb., and Joplin, Mo., and Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minn.; also distance rates between stations in Kan.; stations in Okla. and stations in Kan.; also Superior, Neb., Joplin, Mo., and stations in Kan.; also on corn husks from stations in Okla. to Chicago, St. Louis, East Fort Madison, Fort Madison, and Missouri River points, effective Apr. 25.

Pennsylvania Lines has increased its rates on grain from Chicago to Newport News and Norfolk, Va., for export to the domestic basis of 13.8 cents per 100 pounds and the Interstate Commerce Commission has set aside its order suspending the increase, effective Mar. 30.

C. R. I. & P. in Sup. 12 to 19687-I quotes joint and proportional rates on grain, grain products, seeds, hay, broom corn from Missouri River stations and other stations in Ill., Ia., Minn. and S. D. on its line and the K. & D. M. Ry. to Mississippi Valley Points and other stations in Ala., Ark., Fla., La., Miss., Tenn. and Tex., effective May 12.

C. & E. I. in Sup. 19 to 622-C quotes local, joint and proportional rates on grain and grain products, also corn cobs, broom corn and seeds from stations on its line to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Ia., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., O., Pa., R. L. Tenn., Vt., Va., W. Va., Wis. and points in the Dominion of Canada, effective May 7.

C. R. I. & P. in Sup. 9 to 29329-B quotes local, joint and proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Fort Leavenworth, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Mo. on its line and the C. B. & Q. and stations in Ill., Ind., Ia., Minn., Mo., S. D. and Wis., effective May 1.

C. R. I. & P. in Sup. 10 to 29329-B quotes local, joint and proportional rates on grain, grain products and seeds between Albright, Neb., Armourdale (Kansas City, Kan.), Atchison, Kan., Council Bluffs, Ia., Fort Leavenworth, Kan., Kansas City, Mo., Leavenworth, Kan., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Mo. on its line and the C. B. & Q. and stations in Ill., Ind., Ia., Minn., Mo., S. D. and Wis., effective May 14.

The Cause of Yellow-Berry in Wheat.

That the ratio of available nitrogen to available potassium chiefly determines the flintiness and starchiness of wheat and not the climatic conditions is the conclusion of W. P. Headden in a paper published in the Proceedings of the Society for the Promotion of Agricultural Science, pp. 41-56.

An experiment on wheat is noted in which 12 in. of water was applied in addition to a rainfall of 9.94 in. from spring to harvest in comparison with growing wheat with a rainfall of 8.37 in. during the same period. Under these two methods of culture both flinty and yellow-berry wheat was produced. The differences in composition of flinty and starchy kernels grown in this experiment on the same plot were found to be identical with those of the flinty and starchy kernels of the same wheats grown under the same conditions, but receiving either nitrogen or potassium.

It is stated that wheat grown on contiguous plots of the same land and from the same lot of seed produced dark or flinty kernels with the application of nitrates, and light-colored, starchy kernels with the application of potassium. It was further shown that the application of nitrogen suppressed the phosphorus while the application of potassium did not increase it. The samples of yellow-berry wheat analyzed in this connection contained approximately 50 per cent more phosphorus than the flinty samples.

The conclusion is that if the soil contains too little nitrogen compared with the phosphorus the wheat will have the undesirable yellow berry.

ELEVATOR and GRAIN MEN Are Adding These Rewards

NOTE: This shows how our owners feel about us and how we help them make more money.

In regard to how well pleased we were with your Flavo Flour campaign, we cannot find words to express our thoughts of the great amount of good this wonderful, gigantic advertising campaign which you have inaugurated will do for the owners and operators of the American Marvel Mills.

The very first shot from your advertising was loaded with a CARLOAD order for Flavo Flour, and it struck the mark exactly. We got the order. Almost every newspaper has taken the matter up and has published an article about Flavo Flour.

We feel confident there is a great future business in the manufacture of Flavo Flour, as the AMERICAN MARVEL Mill has proved its superior qualities in manufacturing a high grade flour at a minimum cost.

JENKINS BROS.
Members of Community Marvel Millers
West Jefferson, Ohio, Feb. 25, 1917

\$43.50 Net Profit Per Day

I have been running my American (Midget) Marvel Mill three years.

I can take 100 bu. of wheat for which I have to pay \$2 per bu. and grind it in a day's run and from it I get 20 bbls. of flour which I sell at \$10, and two bbls. which I sell at \$3 per bbl. and I have about 1500 lbs. of feed which I sell for \$1.70 per 100 lbs.

100 bu. of wheat at \$2.00	
20 bbls. of flour at \$10.00	\$200.00
2 " " " " " " " "	9.00
1500 lbs. of feed " " " "	25.50
	\$243.50

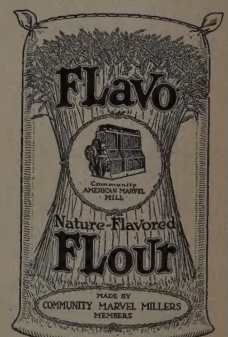
\$243.50 - \$200.00 = \$43.50 profit per day. I can do this every day with my mill. With best wishes,

W. T. DUNWOODY
Stonestown Water Mills
Huntland, Tenn., Feb. 27, 1917

Made \$15,000 Net Profits In Three Years

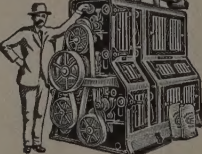
With our American Marvel Mill, which we installed in December, 1914, we are pleased to say that in the three years our net profits from the operation of this mill have exceeded \$15,000.

Yours truly,
ELLIOTT & MYERS
F. D. Straley
Members of Community Marvel Millers
Superior, Neb., March 2, 1917



AMERICAN MARVEL (Self-Contained) FLOUR MILL

Capacities from 15 barrels, 25 barrels, 50 barrels to 75 barrels per day and up, according to the number of units used, to ANY CAPACITY. Sold strictly on 30 days free trial or money back. On cash or easy-payment terms. Hundreds of Elevator and Grain Men have joined the Community Marvel Millers Association of owners of the American Marvel Flour Mill—who make Flavo Flour exclusively for each owner's community.



Self-Contained—All Capacities
No New Building Needed

Your Big Opportunity Here

Anglo-American Mill Co., Inc., 435 Trust Bldg., Owensboro, Ky. Send me at once your special Flavo Flour plan for members of Community Marvel Millers—and all facts, catalogs, etc., on American Marvel Flour Mill—FREE.

Name
Address State

Fill out and mail this coupon now.

Have You Seed For Sale?

Do You Wish To Buy Seed?

See our "Seeds For Sale—
Wanted" Department
This Number.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$1.75

GRAIN DEALERS JOURNAL

315 South La Salle St. CHICAGO, ILL.

You Wouldn't Consider

a cleaner which didn't operate continuously, then why consider a grain drier which must be dumped at intervals? The day of the charge drier is past, and we would like to interest you in the **ELLIS CONTINUOUS FEED GRAIN DRIER**, which we believe is in a class by itself.

THE ELLIS DRIER COMPANY

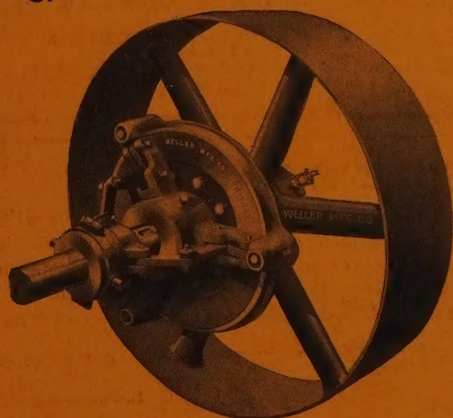
GRAIN
DRIERS

Postal Telegraph Bldg.
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OAT
PURIFIERS



FRICTION CLUTCHES



We make more types and sizes of clutches than any other concern in the U. S.

We have a clutch to suit every condition or requirement. Fully described in our new

Friction Clutch Catalog G-27

WELLER MFG. CO.

Chicago

THE TWO MILLION Bushel Elevator of

Washburn - Crosby Company

MINNEAPOLIS, MINN.

is equipped with three separate **DAY** Dust Collecting Systems, any one of which may be operated separately, or all simultaneously.

When in need of a system or only a dust collector write

THE DAY COMPANY

MINNEAPOLIS, MINN.

The GRAIN DEALERS JOURNAL.

Insurance Notes.

WITH GRAIN SO HIGH in price it is more important than ever to keep fully covered with insurance.

GASOLINE lamps add to the hazard and should not be used in a grain elevator or grain office. If used, a special permit should be attached to the insurance policy.

A BILL REGULATING reinsurance by fire insurance companies has been introduced in the Illinois legislature. A company is prohibited from carrying a net liability above its reinsured liability on any risk in Illinois in excess of 10 per cent of its capital and surplus. It is further provided that no company shall reinsure more than one-half of the total liability assumed or written on any one risk in the state.

A VERDICT for \$30,000 in favor of Patrick Ford of Kansas City, Mo. on account of personal injury was recently awarded by a jury in a suit brot by Mr. Ford against the Chicago, Rock Island & Pacific Ry. and the Ismert-Hincke Milling Co. for \$50,000. In March, 1916, Ford, a brakeman for the Rock Island R. R. was hanging on the side of a car being switched to the Ismert-Hincke mill when a projecting timber knocked him from the car and broke his back. Ford testified from a stretcher when the case was on trial, the injuries having caused almost total paralysis.

Elevator Casualties.

C. L. Bowdish, an employe of the Stockbridge Elevator Co., Perrinton, Mich., was leaning over a brace pulling the elevator pulley when the pulley loosened up, drawing him across the brace and fracturing a rib.

James Traver, an employe of the Commander Elevator Co. of Minneapolis, Minn., was injured at Waterville, Minn., when he attempted to close a trap door which slipped out of his hand and struck his foot.

Carl C. Nolan, an employe of Gary Bros. & Gaffke Co., Bozeman, Mont., was wounded on the back of his left hand when in loading baled hay a fellow employe accidentally caught a hayfork in his hand.

H. V. Harpman, an employe of the Wakefield Grain Co., Waterman, Ill., slipped and fell, injuring the back of his hand.

An employe of the Alex Mill & Elevator Co., Alex, Okla., injured his hand by getting it caught when attempting to put on a belt.

W. C. Holloway, an employe of the Kingfisher Mill & Elevator Co., Kingfisher, Okla., was oiling a shaft when his clothing caught, drawing him around the shaft and injuring him.

John Jarner, an employe of the Claflin Mill & Elevator Co., Claflin, Kan., sprained his left knee when a truck wheel caught in the car floor and the truck tipped back, pinning Mr. Jarner to the floor.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary

Write for Information
Regarding Short Term Grain Insurance

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents
of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

ORGANIZED 1902

Tri-State Mutual Grain Dealers Fire Insurance Co. Luverne, Minn.

Average Annual Dividend to policyholders 53 PER CENT of the DEPOSIT PREMIUM.

Ask about the "TRI-STATE PLAN" for short term grain insurance.

E. H. MORELAND, Secretary

CLEAN UP

Start at once and have the whole premises, outside and inside, machinery and equipment, receive a thorough

SPRING CLEANING

By so doing you will make the work of operating easier and reduce the fire hazards. Ask the Mutual Fire Prevention Bureau, Oxford, Mich., or any of the following list of companies for standards of construction, installation and best methods of repairing.

MILLERS NATIONAL INSURANCE CO.
Of Chicago, Ill.

WESTERN MILLERS MUTUAL FIRE INSURANCE CO.
Of Kansas City, Mo.

OHIO MILLERS MUTUAL FIRE INSURANCE CO.
Of Canton, Ohio

PENNSYLVANIA MILLERS MUTUAL FIRE INSURANCE CO.
Of Wilkes Barre, Pa.

MILL OWNERS MUTUAL FIRE INSURANCE CO.
Of Des Moines, Iowa

THE MILLERS MUTUAL FIRE INSURANCE CO.
Of Harrisburg, Penn.

TEXAS MILLERS MUTUAL FIRE INSURANCE CO.
Of Fort Worth, Texas

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.
Of Lansing, Mich.

GASOLINE LAMPS

You are not allowed to have a gasoline lamp in your elevator without a special permit therefor being attached to your policy. Our experience has been that such lamps are dangerous even under the best conditions, and should not be used at all. If you are using one, and are one of our policyholders, get in touch with us. Let's discuss it before a fire occurs.

FITZGERALD & McCOTTER
Western Managers
Omaha, Neb.



C. A. McCOTTER
Secretary
Indianapolis, Indiana

INDIANAPOLIS, IND.

COAL SALES BOOK

Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 8,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchases, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 3 1/4 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$2.00. For sale by Grain Dealers Journal, 205 So. La Salle Street, Chicago.